The New-York Times.

VOL. XIII.—NO. 3988. NEW-YORK, WEDNESDAY, JULY 6, 1864. PRICE THREE CENTS.

THE ALABAMA.

The Pirate Sunk off Cherbourg by the Kearsarge.

DETAILS OF THE ENGAGEMENT.

Eight Killed and Seventeen Wounded on Board the Alabama.

SIXTY-EIGHT OF HER CREW CAPTURED.

Only Three of the Crew of the Kearsarge Wounded.

The Injuries to the Vessel Unimportant.

ARRIVAL OF THE VICTOR AT CHERBOURG.

Important Statements by Our Paris Correspondent.

A Fresh Illustration of British "Neutrality,"

An English Yacht Interferes to Save Semmes and Some of His Comrades.

Their Surrender to be Demanded by Minister Adams.

An Account of the Engagement by the Son of Minister Dayton.

By the *City of Baltimore*, the general details of whose news we give elsewhere, we have the highly important and gratifying intelligence that on Sunday, June 19, the rebel pirate *Alabama* was engaged off Cherbourg by the United States steamer *Kearsarge*, which sunk her after an engagement lasting an hour and a half.

The following is a brief statement of the battle as given by the English papers:

The report that the rebel cruiser *Alabama* had gone out from Cherbourg to fight the United States steamer *Kearsarge*, which was hovering off that port, turned out to be true, and resulted in the sinking of the *Alabama*. The encounter was witnessed by the English steam yacht *Deerhound*, and that vessel picked up Capt. SEMMES and the crew of the *Alabama*, took them to Cowes, and furnished the following details of the affair:

On the morning of Sunday, the 19th, at 10:30, the *Alabama* was observed steaming out of Cherbourg harbor, toward the steamer *Kearsarge*. At 11:10 the *Alabama* commenced the action by firing with her starboard battery, at a distance of about a mile. The *Kearsarge* also opened fire immediately with her starboard guns, and a sharp engagement, with rapid firing from both ships, was kept up, both shot and shell being discharged. In the manœuvring both vessels made seven complete circles, at a distance of from a quarter to half a mile.

At 12 o'clock the firing from the *Alabama* was observed to slacken, and she appeared to be making head sail and shaping her course for land, which was distant about nine miles.

At 12.30 the the Confederate vessel was in a disabled and sinking state.

The *Deerhound* immediately made toward her, and in passing the *Kearsarge* was requested to assist in saving the crew of the *Alabama*. When the *Deerhound* was still at a distance of two hundred yards the *Alabama* sunk, and the *Deerhound* then lowered her boats and, with the assistance of those from the sinking vessel, succeeded in saving about forty men, including Capt. SEMMES and thirteen officers.

The *Kearsarge* was apparently much disabled.

The *Alabama's* loss in killed and wounded is as follows:

Drowned, one officer and one man; killed, six men; wounded, one officer and sixteen men.

Capt. SEMMES is slightly wounded in the hand.

The *Kearsarge's* boats were lowered, and with the assistance of the French pilot, succeeded in picking up the remainder of the crew. Before going out to fight, Capt. SEMMES confided to a gentleman on shore his journals and all the documents connected with the cruise of the *Alabama*.

The *Morning Herald* says the *Alabama* was terribly in want of repairs. Her copper was strengthened to such an extent as to deprive her of her only advantage of superiority of speed; while the *Kearsarge* was fresh from port, and kept purposely in order for the contingency of an encounter with the *Alabama*.

The *Alabama* was, however, from the first overmatched. The crew of the *Kearsarge*, consisting of 150 to her 120, and the *Kearsarge* carried two 100 pounders, the *Alabama* carrying no guns of that calibre.

It is stated that a formal challenge to fight was given by the *Kearsarge* and accepted by Capt. SEMMES.

The *Kearsarge* captured 68 of the officers and crew of the *Alabama*.

Capt. SEMMES had declined an invitation to a public dinner at Southampton. He is said to have gone to Paris to report to the Confederate Commission there.

Three of the *Alabama's* officers with one of the crew, had arrived at Cherbourg in a French pilot boat. Several men had also been landed there by the British ship *Acteon*.

OUR PARIS CORRESPONDENCE.

Highly Interesting Details of the Battle from Minister Dayton's Son—The Alabama Fairly Whipped—A Clear Case of Intervention—The Surrender of the Prisoners Picked up by the English Yacht to be Demanded.

PARIS, Tuesday, June 21, 1864.

This time we have a bit of exciting war news to send you from this side of the water. The sinking of the *Alabama* by the *Kearsarge*, off the port of Cherbourg, occupies, for the moment, the thoughts and the conversation of everybody, for it is rare that so many circumstances combine to give interest to any one event. The joy of our loyal people here is, as might be expected, something beyond description; I need hardly tell you that for the Secessionists and their European sympathisers, the blow was terrible, and provoked louder and more prolonged swearing probably than any event of this eventful war. I shall attempt to give you all the most important details relating to this exciting drama.

In one of the many conversations the American Minister has been obliged to hold with the French Government on the subject of the asylum which is furnished to the rebels in the French naval ports, Mr. DAYTON, I am told, said to the Foreign Minister that all that was wanting to complete the hospitality of France toward the rebels was to give refuge to the *Alabama*; that then they would have given aid and protection to the whole Confederate navy, and he terminated by saying that this vessel, knowing how its mates had been received in France, would no doubt soon enter a French port to demand the hospitality which had been accorded the others. To this the Foreign Minister is said to have replied with great energy that it would not be permitted, that he would not allow the *Alabama* to come in, and that their ports should not be made a place of common resort for these vessels.

This was three months ago. At that time, although watching with interest the course of the *Alabama*, we did not anticipate so early a visit from her. Only a fortnight ago Mr. FORBES, of New-York, arrived from Shanghai and gratified us all by assuring us that we would never see the *Alabama* again in European waters, for that she was badly used up by her long and active service, and from this fact and the fact that the maritime interdictions against her in the East had been made very severe, she would probably be sold there. We were therefore not a little astonished to find that the *Alabama* was in the port of Cherbourg, and that she had made the run from the East in the remarkably short time, for a vessel in her condition, of a hundred days. So impossible did it seem, that when she entered the port of Cherbourg last Friday week, both the American Vice-Consul at that place and the Maritime Prefect telegraphed to Paris that it was the *Florida*.

Immediately the American Minister at Paris telegraphed to Capt. WINSLOW, of the *Kearsarge*, then lying in one of the ports of Holland, and to the old sailing frigate *St. Louis*, supposed to be at Cadiz, to repair immediately to Cherbourg to catch the pirate if possible. The *Kearsarge* arrived at once, but the *St. Louis* had not yet had time to arrive at the moment of the fight. The American Minister also protested at once to the French Government against the admission of the *Alabama*, and reminded the Foreign Secretary of his previous promise in regard to this vessel. The American Minister could with more justice protest energetically in view of the fact that the *Alabama* did not come into a French port under stress of weather; she seemed to have struck a straight line from the Cape to Cherbourg; she did not turn either to the right or to the left; she did not attempt to go into either the ports of England, or of Holland, or of Belgium, or of Spain, or of Portugal, as she might have done with the same facility. Mr. DAYTON therefore made a most apt and most forcible point in declaring to the Foreign Minister that, by his indulgence, *the rebels were using French ports exactly as if they were their own*, that they paid no regard to the stress of weather clause, and that such had been the hospitality shown them in France that they were fast learning to make it their only rendezvous.

The result of this protest was that SEMMES, after the thing had gone through the "circumlocution office," received a notice from the Maritime Prefect to leave as soon as he had provisioned and coaled, and not to wait for repairs, as he had expected to do. As soon as this order was sent to SEMMES, Mr. DAYTON sent his son, Mr. WILLIAM DAYTON, Jr., with instructions to Capt. WINSLOW to make preparations for a fight, for that SEMMES had been ordered out and would be obliged to go.

Capt. SEMMES, finding that he had no alternative, determined to put the best face on the matter, and to make as much capital for himself as possible. He therefore wrote a letter to the Maritime Prefect, requesting him to inform Capt. WINSLOW that he considered the latter's conduct in pretending to lie off and blockade him in a neutral port as an insult (!) and that he intended to come out and drive him off. WINSLOW replied, "Let him come out and try it." Both parties made their preparations accordingly. SEMMES, whose business it was to run and not to fight, was so badgered and worried by the taunts of our side, by the pats on the back of his friends and sympathizers, and by the restrictions of the French authorities, that a less brave man than he would have been driven by desperation to fight; and Capt. WINSLOW, who properly estimated all these circumstances, felt perfectly sure that SEMMES was going to fight. SEMMES left all his valuables in the hands of the Brazilian Consular agent on shore, and after inviting his friends to come out and see the fight, went to sea.

You will see so many accounts of the fight that I need not dwell at length on that part of the affair. Mr. WILLIAM DAYTON, Jr., and ANTOINE, the well-known Messenger of the American Legation, however, saw the fight. They were on board the *Kearsarge* before and after the action, and their account differs from most of those published, and very much from the one-sided accounts of the *Moniteur* and the other secession prints, to whom the affair has been a very bitter pill. According to Mr. DAYTON, Jr.'s, account, the action lasted about an hour and a half. The *Kearsarge*, although hit in several places, received no vital shot. The *Kearsarge* had but three men touched, and these not mortally. It is not true that at any part of the fight the *Alabama* had the advantage; the manœuvring and firing of the *Kearsarge* were both superior to those of the *Alabama*. There is no evidence that Capt. SEMMES tried to board the *Kearsarge*, as the secession prints say. Toward the end of the fight Capt. WINSLOW succeeded in planting a shot in the machinery of the *Alabama*, which disabled her; he then had things all his own way, and running close to her he poured into her a destructive converging broadside, which tore through a whole section of the *Alabama's* side at the water-line and let the water through in cascades. Both ships then stopped firing, and the *Alabama*, without striking her flag, started toward Cherbourg, but Capt. WINSLOW, hoisting his flag of victory, started to head her off. He saw, however, that the *Alabama* was filling, and at once lowered two boats to go to her aid, and, in effect, the vessel sank before she had proceeded a dozen lengths toward the harbor. The *Kearsarge's* boats picked up sixty-eight persons, of whom fourteen were wounded, and of whom three died. The others were picked up by the English yacht, Capt. LANCASTER, and landed at Southampton. The *Kearsarge* steamed at once into the port of Cherbourg with her prisoners.

And now here arises two important questions. One relates to the prisoners brought into Cherbourg, and the other to those carried into Southampton. The prisoners brought into Cherbourg, many of whom are Frenchmen, demanded to be paroled, and Capt. WINSLOW, who was crowded for room, also desired to know of the American Minister if he could not parole them. Mr. DAYTON telegraphed to his son and to Capt. WINSLOW that the prisoners could not be paroled, and that they must be held till the *St. Louis* arrived, and then conveyed to the United States.

In regard to Capt. SEMMES and the other prisoners carried into Southampton, Capt. WINSLOW claims them as his prisoners, and Mr. DAYTON has advised Mr. ADAMS to demand their rendition. Capt. WINSLOW had ample time and means to pick up all the officers and men of the *Alabama*, but the boats of the English yacht ran in and actually stole them away, as if acting upon a prearranged plan, thus constituting it a clear case of intervention. Capt. SEMMES and party did not therefore *escape*. They were stolen away by a party who was indirectly interfering in the fight. There was no wish on the part of Capt. WINSLOW to see Capt. SEMMES drowned. On the contrary he would have soon taken up SEMMES' boat load himself.

Here let me place a reflection. Is it not strange that at her birth and her death, and all through the course of her short existence, whenever the *Alabama* needed help there was always an Englishman there to render it? She was constructed by Englishmen in an English port; she was taken to sea, armed, equipped and started on her career of pillage and devastation by Englishmen; she was fed, harbored, petted and protected in English ports; and finally, when she arrives at the last tragic scene in her destructive existence, there steps in an Englishman to steal away her Captain and officers!

The *Moniteur* and other secession sheets say that the contest was an unequal one, and this in the face of the boast of LAIRD and other bombastic English ship-builders, that the *Alabama* could either whip or out run the *Kearsarge*, and that Capt. SEMMES demanded nothing better than a trial of the qualities of the two boats. The facts are, that the *Kearsarge* could both out run her and whip her. An officer of the *Kearsarge* said here the other day, that if they could get sight of the *Alabama* in the morning, no matter at what distance, he was sure that they could catch her and sink her before night. Both are wooden vessels, the *Alabama* being of 1,060 tons, and the *Kearsarge* 1,030. Both carried about the same number of guns, but the one carried Yankee guns and the other English, and this gave the *Kearsarge* a great advantage. A man who will trust himself to English guns at this advanced age ought to have his ship sunk. The *Kearsarge* carried a complement of 180 men, and the *Alabama* 150. The difference was not great as regards number, for ships of that size can be just as well handled in an open sea fight with 150 as with 180 men. But the *Kearsarge* had a great advantage in the kind of men. She had Yankee sailors and some of the old gunners of the United States Navy—the first sailors and the first gunners in the world. The officers of the *Alabama*, I am told, are all superior men in their profession, but their crew volunteered for privateering purposes, and were probably not the kind of men to fight such a foe as they found in the *Kearsarge*. For it is not the most adventurous or the most blustering man who makes the best fight in a case of life or death.

Dr. GALT, of Norfolk, Va., the surgeon of the *Alabama*, and a gentleman who seems to have been much beloved and respected on board the vessel, was drowned. So at least it is reported.

The *Yeddo*, new Confederate ship at Bordeaux, was yesterday preparing to sail to-day. The owners say she is sold to a neutral party, and the Government appears to confide in the statement. We will soon see.

It is to be hoped that our Government will hurry over here some additional men-of-war. They would be very useful in various ways. MALAKOFF.

ENGLISH ACCOUNTS.

HIGHLY INTERESTING DETAILS.

GRAPHIC DESCRIPTION OF THE CONFLICT—LOG OF THE YACHT DEERHOUND.

Correspondence of the London Times.

SOUTHAMPTON, Monday, June 20.

The English steam-yacht *Deerhound*, belonging to Mr. JOHN LANCASTER, of Hindley-hall, Wigan, Lancashire, arrived here last night, and landed Capt. SEMMES, (Commander of the late Confederate steamer *Alabama*,) 13 officers and 26 men, whom she rescued from drowning after the action off Cherbourg yesterday, which resulted in the destruction of the world-renowned *Alabama*. From interviews held this morning with Mr. LANCASTER, with Capt. JONES, (Master of the *Deerhound*,) and with some of the *Alabama's* officers, and from information gleaned in other quarters, I am enabled to furnish you with some interesting particulars connected with the fight between the *Alabama* and the *Kearsarge*.

The *Deerhound* is a yacht of 190 tons and 70-horse power, and her owner is a member of the Royal Yacht Squadron at Cowes, and of the Royal Mersey Yacht Club. By a somewhat singular coincidence, she was built by Messrs. LAIRD & SON, of Birkenhead, and proof of her fleetness is furnished by the fact that she steamed home from the scene of action yesterday at the rate of 13 knots an hour. On arriving at Cherbourg, at 10 o'clock on Saturday night, by railway from Caen, Mr. LANCASTER was informed by the captain of his yacht, which was lying in harbor awaiting his arrival, that it was reported that the *Alabama* and the *Kearsarge* were going out to fight each other in the morning. Mr. LANCASTER, whose wife, niece and family were also on board his yacht, at once determined to go out in the morning and see the combat.

The *Alabama* left Cherbourg harbor about 10 o'clock on Sunday morning, and the *Kearsarge* was then several miles out to seaward, with her steam up ready for action. The French plated ship of war *Couronne* followed the *Alabama* out of harbor and stopped when the vessels were a league off the coast, her object being to see that there was no violation of the law of nations by any fight taking place within the legal distance from land. The combat took place about nine miles from Cherbourg, and as there are some slight differences (as might naturally be expected under the circumstances) in relation to the period over which it lasted, and other matters, it may be well here to reproduce from Mr. LANCASTER'S letter in the *Times* of this morning the subjoined extract from the log kept on board the *Deerhound*:

Sunday, June 19, 9 A. M.—Got up steam and proceeded out of Cherbourg harbor. 10:30.—Observed the *Alabama* steaming out of the harbor toward the Federal steamer *Kearsarge*. 11:10.—The *Alabama* commenced firing with her starboard battery, the distance between the contending vessels being about one mile. The *Kearsarge* immediately replied with her starboard guns; a very sharp, spirited firing was then kept up, shot being sometimes varied by shells. In the manœuvring both vessels made seven complete circles at a distance of from a quarter to a half a mile. At 12 a slight intermission was observed in the *Alabama's* firing, the *Alabama* making head sail and shaping her course for the land, distant about nine miles. At 12:30 observed the *Alabama* to be disabled and in a sinking state. We immediately made toward her, and on passing the *Kearsarge* were requested to assist in saving the *Alabama's* crew. At 12:50 when within a distance of 200 yards, the *Alabama* sank. We then lowered our two boats, and, with the assistance of the *Alabama's* whale boat and dingy, succeeded in saving about forty men, including Capt. SEMMES and thirteen officers. At 1 P. M. we steered for Southampton."

One of the officers of the *Alabama* names the same hour—viz., 11:10 as the commencement of the action, and 12:40 as the period of its cessation, making its duration an hour and a half; while the time observed on board the *Deerhound*, which is most likely to be accurate, that vessel being free from the excitement and confusion necessarily existing on board the *Alabama*, limited the action to an hour, the last shot being fired at 12:10. The distance between the two contending vessels when the *Alabama* opened fire was estimated on board the *Deerhound* at about a mile, while the *Alabama's* officer tells me that she was a mile and a half away from the *Kearsage* when she fired the first shot. Be this as it may, it is certain that the *Alabama* commenced the firing, and as it is known that her guns were pointed for a range of 2,000 yards, and that the second shot she fired, in about half a minute after the first, went right into the *Kearsarge*, that may be taken as the real distance between the two ships. The firing became general from both vessels at the distance of a little under a mile, and was well sustained on both sides, Mr. LANCASTER'S impression being that at no time during the action were they less than a quarter of a mile from each other. Seven complete circles were made in the period over which the fight lasted. It was estimated on board the *Deerhound* that the *Alabama* fired in all about 150 rounds, some single guns, and some in broadsides of three or four, and the *Kearsarge* about 100, the majority of which were 11-inch shells. The *Alabama's* were principally Blakeley's pivot guns. In the early part of the action the relative firing was about three from the *Alabama* to one from the *Kearsarge*, but as it progressed the latter gained the advantage, having apparently a much greater power of steam. She appeared to have an advantage over the *Alabama* of about three knots an hour, and steam was seen rushing out of her blowpipe all through the action, while the *Alabama* seemed to have very little steam on.

At length the *Alabama's* rudder was disabled by one of her opponent's heavy shells, and they hoisted sails; but it was soon reported to Capt. SEMMES by one of his officers that his ship was sinking. With great bravery the guns were kept ported till the muzzles were actually under water, and the last shot from the doomed ship was fired as she was settling down. When her stern was completely under water Capt. SEMMES gave orders for the men to save themselves as best they could, and every one jumped into the sea and swam to the boats which had put off to their rescue. Those of them who were wounded were ordered by Capt. SEMMES to be placed in the *Alabama's* boats and taken on board the *Kearsarge*, which was as far as possible obeyed.

Capt. SEMMES and those above-mentioned were saved in the *Deerhound's* boats, and when it was ascertained that the water was clear of every one that had life left, and that no more help could be rendered, the yacht steamed away for Cowes, and thence to this port.

The *Kearsarge*, it is known, has for some time past been in hot pursuit of the *Alabama*, which vessel Capt WINSLOW was determined to follow everywhere till he overtook his enemy. Very recently she chased and came up with one of the vessels of the Chinese expeditionary force returning to England, and ran alongside, with her guns pointed and crew at quarters, before she could be convinced of her mistake, for the expeditionary vessel was very like the celebrated Confederate cruiser. The *Kearsarge* was then described as likely to prove a formidable overmatch for the *Alabama*, having higher steam power and rate of speed, a crew of "nearly double" that under Capt. SEMMES, and, unlike her sister ship the *Tuscarora*, carrying ten, instead of eight, very heavy 11-inch shell guns—the so-called columbiads of the American navy. The *Alabama*, on the contrary, is stated to have had only two heavy rifled guns and six broadside 32-pounders. The Confederate, too, after her long cruise, was sorely in need of a refit. Part of her copper, it is said, was off, and her bottom was covered with long weeds.

The crew of the *Alabama* comprised in all about 150 when she left Cherbourg. Of these 10 or 12 were killed during the action, and a number were known to be drowned, the difference between these and the number brought home by the *Deerhound* being, it is hoped, saved by the boats of the *Kearsarge*, or some French pilot boats which were in the vicinity. The French war vessel *Couronne* did not come out beyond three miles. The Surgeon of the *Alabama* was an Englishman, and, as nothing has been heard of him since he went below to dress the wounds of some of the sufferers, it is feared that he went down with the ship.

The wounded men on board the *Deerhound* were carefully attended to until her arrival here, when they were taken to the Sailors' Home, in the Canute-road. Several of the men are more or less scarred, but they are all out about the town to-day, and the only noticeable case is that of a man who was wounded in the groin, and that but slightly.

Capt. SEMMES and his First Lieutenant, Mr. J. M. KILL, are staying at Kelway's Hotel, in Queen's-terrace, where the gallant Commander is under the care of Dr. WARE, a medical gentleman of this town, his right hand being slightly splintered by a shell.

When the men came on board the *Deerhound* they had nothing on but their drawers and shirts, having been stripped to fight, and one of the men, with a sailor's devotedness, insisted on seeing his Captain, who was then lying in Mr. LANCASTER'S cabin in a very exhausted state, as he had been intrusted by Capt. SEMMES with the ship's papers, and to no one else would he give them up. The men were all very anxious about their Captain, and were rejoiced to find that he had been saved. They appeared to be a set of first-rate fellows, and to act well together in perfect union under the most trying circumstances.

The Captain of the forecastle on board the *Alabama*, a Norwegian, says that when he was in the water, he was hailed by a boat from the *Kearsarge*: "Come here, old man, and we'll save you;" to which he replied: "Never mind me, I can keep up half an hour yet; but look after some who are nearer drowning than I am." He then made away for the *Deerhound*, thanking God that he was under English colors.

Throughout the action the *Deerhound* kept about a mile to windward of the combatants, and was enabled to witness the whole of it. The *Kearsarge* was burning Newcastle coals, and the *Alabama* Welsh coals, the difference in the smoke (the north country yielding so much more) enabled the movements of each ship to be distinctly traced. Mr. LANCASTER is clearly of opinion that it was the *Kearsarge's* 11-inch shell which gave her the advantage, and that after what he has witnessed on this occasion, wooden ships stand no chance whatever against shells. Both vessels fired well into each other's hull, and the yards and masts were not much damaged. The mainmast of the *Alabama* had been struck by shot, and, as the vessel was sinking, broke off and fell into the sea, throwing some men who were in the maintop into the water. Some tremendous gaps were visible in the bulwarks of the *Kearsarge*, and it was believed that some of her boats were disabled. She appeared to be temporarily plated with iron chains, &c. As far as could be seen, everything appeared to be well planned and ready on board the *Kearsarge* for the action. It was apparent that Capt. SEMMES intended to fight at a long range, and the fact that the *Kearsage* did not reply till the two vessels got nearer together showed that they preferred the short range, and the superior steaming power of the latter enabled this to be accomplished. It was remarkable that no attempt was made by the *Kearsarge* to close and board the *Alabama*, and when the *Alabama* hoisted sails and made as if for the shore the *Kearsarge* moved away in another direction, as though her rudder or screw was damaged and out of control. Great pluck was shown on both sides during the action. On board the *Alabama* all the hammocks were let loose, and arrangements had been made for sinking her rather than that she should be captured.

As far as is known, not a relic of the *Alabama* is in the possession of her successful rival. When she was sinking Capt. SEMMES dropped his own sword into the sea to prevent the possibility of its getting into their hands, and the gunner made a hole in one of the *Alabama's* boats and sank her for the same reason.

Before leaving the *Deerhound* Capt. SEMMES presented to Mr. LANCASTER'S son one of his officers swords and a pistol, in rememberance of the occurrence, and the kind treatment he and his men had received on board the yacht. The men stated that the best practice generally on board the *Alabama* during the action, was shown by the gunners who had been trained on board the *Excellent* in Portsmouth Harbor.

The spectacle presented during the combat is described by those who witnessed it from the *Deerhound* as magnificent, and thus the extraordinary career of the *Alabama* has come to a grand and appropriate termination.

The presence of the *Deerhound* on the scene was a providential circumstance, as in all probability the men saved by her would otherwise have been drowned, and a lamentable addition would thus have been made to the number of lives lost on the occasion.

Nothing is known here respecting the *Kearsarge* or her subsequent movements. She was in command of Capt. JOHN WINSLOW, and had about the same number of officers and crew as the *Alabama*. The latest official American navy list describes her as 1,031 tons register, and carrying eight guns, being two guns less than the *Tuscarora* mounts, to which, in all other respects, the *Kearsarge* is a sister ship. The *Tuscarora* will be remembered as the Federal ship of war that some two years and a half ago lay at this port watching the *Nashville*. Several of the *Alabama's* officers now here were attached to the *Nashville* on that occasion.

The *Alabama's* chronometers, specie, and all the bills of ransomed vessels are saved, having been handed over to a gentleman at Cherbourg before she left that port.

Mr. MASON, the Confederate agent, Capt. BULLOCK, and Rev. Mr. TREMLETT arrived by the 4 o'clock train this afternoon from London, and proceeded to Kelway's Hotel to meet Capt. SEMMES.

Capt. SEMMES and all the men are now placed under the care of Mr. J. WIBLIN for such medical attendance as may be required.

THE VESSELS—SEMMES AND THE "YANKEE FLAG"—INCIDENTS OF THE ENGAGEMENT.

From the London Star, June 21.

By far the most interesting naval engagement that has taken place of late years near to our shores is that of Sunday, between the Confederate cruiser *Alabama*, commanded by the notorious Capt. SEMMES, and the United States sloop-of-war *Kearsarge*, Capt. WINSLOW. Before entering into a description of the fight, it may not be amiss to give an account of the two ships. As to the *Alabama*, we take the following from the private journal of one of her officers: "The 'No. 290,' or *Alabama*, was launched from the building-yard of Messrs. LAIRD, of Birkenhead. She was a bark-rigged wooden propeller, of 1,040 tons register. Length of keel, 210 feet; length over all, 220 feet; beam, 32 feet; depth, 17 feet. Her engines, built by the same firm, were two horizontal ones, each of 300-horse power, with stowage for 350 tons of coal. Her sails, carried at all times, were as follows: Fore, foretopmast, staysail jib; two large trysails, the usual square sails on fore and main, with the exception of the mainsail, which was a flying one, spanker and gafftopsails; all standing rigging wire. Double wheel, with motto engraved thereon: "*Aide toi, et Dieu t'aidera*" placed just before the mizzenmast. Bridge in the centre, just before the funnel. She carried five boats, viz.: Cutter and launch amidships, gig and whaleboat between the main and mizzenmasts, and dingy astern. The main deck was pierced for twelve guns, elliptic stern, billet head, high bulwarks; cabin accommodation first class; wardroom furnished with a handsome suite of staterooms; steerage—starboard for midshipmen; port, for engineers; next came engine-room, coal-bunkers, &c.; then the berth-deck, capable of accommodating 120 men; under the ward-room were store-rooms, and under the steerage were shell-rooms; just forward of the fire-arms came the hold, next the magazines, and forward of all the boatswains' and sailmakers' storerooms, the hold, &c., being all under the berth-deck." At the time the *Alabama* left Cherbourg her crew numbered rather more than 150 persons.

The *Alabama* sailed from Liverpool on the 29th of July, 1862. Of her notorious career, it is hardly necessary to speak, so often have her doings been the subject of comment in the press. During a career of nearly two years she has visited almost every quarter of the world, burning and destroying the peaceable vessels of the United States' mercantile marine wherever found, and dexterously evading the repeated efforts of the United States to effect her capture.

We believe her solitary encounter before the one which has now terminated her career of mischief, took place off Galveston, when she decoyed the gunboat *Hatteras* within range of her guns, by hailing as "her Majesty's steamer *Petrel*," the *Hatteras* being sunk by the *Alabama's* broadside. The latest achievement of Capt. SEMMES, her commander, was in the form of a legal argument, addressed to a contemporary, in justification of the practice of destroying vessels without adjudication by a court of law. We believe that there is no doubt as to the fight with the *Kearsarge* having been sought by Capt. SEMMES, and that it was eagerly accepted by the gallant officer in command of that vessel.

The *Kearsarge* (not *Kearsage* as given in the telegrams,) is one of the new vessels of the United States Navy, built since the commencement of the war, and the twin ship of the *Tuscarora* whose presence in the Solent during the visit of the Confederate cruiser *Nashville* (since destroyed) occasioned considerable excitement some time since. She is a sloop of 1,031 tons, carrying eight guns. Her broadside guns are 32-pounders, six in number, but she is also furnished with two 11-inch smooth-bore Dahlgrens, and it is to these tremendous weapons the sinking of the *Alabama* is probably due. Her crew consists of about 100 men, her captain being JOHN A. WINSLOW, a loyal North Carolinian; and her first officer Lieut. JAMES S. THORNTON, who in the same capacity assisted at the capture of the iron-clad *Atlanta*, at Savannah, some months ago. Lieut. THORNTON has a high reputation in the service as an artillery officer. The names of the two hostile ships are, curiously enough, indicative of their respective origin. The *Alabama* is named after the proudest of the Slave States, and the *Kearsarge* after a range of mountains in free New-England. We believe the latter vessel was one of nine gunboats furnished to the United States Government in ninety days from the date of the order being given.

The above sketch will show that in point of size, men and armament, the two vessels were not unequally matched. And Anglo-Saxon courage and seamanship no doubt aided both; for the crew of the *Alabama*, it will be remembered, consisted almost entirely of Englishmen, many of whom had belonged to the Naval Reserve. The crew were paid regularly every three months by orders on Liverpool.

It appears that when the *Alabama* arrived in Cherbourg some delay arose in obtaining permission for her to refit, owing to the Emperor's being at Fontainebleau. Meantime the *Kearsarge* appeared off the port, and Capt. SEMMES declared that he would not have "that —— Yankee flaunting his flag before him," but would go out and fight with him. The engineers reported that it would require three months to refit fully, and the Captain, though well aware that the *Kearsarge* carried a somewhat heavier armament than his own, declared that he would not go into dock but would fight the *Kearsarge* as soon as he had got in coal. The *Alabama* had sent on shore at Cherbourg a number of prisoners who had been five weeks on board. Before leaving Cherbourg Capt. SEMMES took the precaution of sending on shore the ship's chest, containing the money, valuables, and ship's accounts; also sixty chronometers and several nautical instruments.

All being in readiness, at about 10 A. M. on Sunday the *Alabama* got up steam and proceeded out of Cherbourg to meet the *Kearsarge*—manœuvring so as to prevent her enemy discharging a broadside effectively, and ten minutes after 11 commenced the battle by firing her starboard broadside at about half a mile distance. To the disappointment of the officers in the *Alabama*, the shell fired at the waist of the *Kearsarge* was observed to strike the side and rebound, exploding harmlessly in the water. This is said to have been caused by her having chain plating outside her planking. After a few rounds of very smart firing, during which the crew of the *Alabama* declared they fired three times for their enemy's once, a shot struck the screw and carried away one of the blades, another rendered the ship unmanageable as to its steering—whether from the rudder itself being destroyed, or the steering gear carried away, is not known. The rigging was also much cut up, and some of the sails fell on the yards. Three shells had burst between decks, and the bulkheads were all carried away. Finally, a shell entered the coal bunkers and set the fuel on fire. At this time the vessel had sunk so far that the water was reaching the engine fires. Capt. SEMMES then directed the First Lieutenant, Mr. KELL, to go below and report the state of the ship. That officer soon returned, saying she was in a sinking state, and the Captain decided on striking his flag. The flag had been already three times shot away, but replaced. A large number of the crew rushed aft, conjuring the Captain not to strike, and expressing their readiness to sink in her and die with honor; and one of the seamen, named SMITH, cutlass in hand, stood by the flag and declared he would not allow it to be lowered. The Captain leveled his revolver, and insisted on its being hauled down, which was done, and a white flag hoisted. Meantime the Whaleboat and Dingy, the only two boats uninjured, were lowered, and the wounded men placed in them, Mr. FULHAM being sent in charge of them to the *Kearsarge*. When the boats were full a man who was unwounded endeavored to enter one, but was held back by the surgeon of the ship, Mr. LLEWELLYN, son of the rector of a parish in Wiltshire. "See," he said, "I want to save my life as much as you do; but let the wounded men be saved first." "Doctor," said the officer in the boat, "we can make room for you." "I will not peril the wounded men," was his reply. He remained behind and sank with the ship—a loss much deplored by all the officers and men. He is the only officer known to be lost. When Mr. FULHAM reached the *Kearsarge*, he had his sword by his side, and let it fall into the water lest he should have to surrender it. He went on board the *Kearsarge*, and was asked by Capt. WINSLOW if he had come to surrender the ship. He said that he had no such orders, but was sent to ask for assistance, as they were sinking fast. The *Kearsarge* then ceased firing, and lowered her boats, while Mr. FULHAM returned toward the *Alabama*, which sank ere he could reach her, and, after picking up a few of the swimmers, he contrived to reach the *Deerhound*, where he found Capt. SEMMES, twelve other officers, and about twenty-eight men. When the ship was perceived to be sinking, orders were given to cast loose all spars, &c., and when the vessel sank the sea presented almost the appearance of a pavement of human heads, seventy of which were above the water within a small space. Nearly all lives were saved, and many men generously shouted to the boats to leave them for a short time, and save them in more imminent danger. The first inquiry from the boats of the *Kearsarge* was for Capt. SEMMES. They were answered that he had gone down, and so succeeded in reaching one of the boats of the *Deerhound*, which got up steam as quickly as possible to avoid any attempt on the part of Capt. WINSLOW to make prisoners of those she had saved. Numerous acts of gallantry are related as having occurred on board the *Alabama* during the fight, one or two of which are worth recording. Mr. GINLY, the Captain's coxwain, was struck by a shot, which shattered the lower part of his arm, leaving it hanging by flesh and skin; he deliberately took out his knife, cut off the piece of his limb, and continued serving his gun. An 11-inch shell, which fell on the deck, was taken up and thrown overboard, to explode, by two men, named TOWNSEND and MARR, the latter of whom is already known to the *Alabama* men from his having jumped into a heavy sea and saved the life of a man who had fallen overboard. A man named HEARNS was loading a gun, when a shot struck the ramrod and broke it in two. He looked up and abused them for not waiting to have the shot properly in for them. One man was sent forward to clear the jib-boom rigging, which had been damaged; he received a most painful wound which was mortal, notwithstanding which he completed the work and returned to the deck where another shot cut him in two. Another man, though mortally wounded, refused to admit that he had been struck, and continued to do his work until he fell dead on deck. The action lasted exactly one hour and thirty-five minutes, during which time the vessels manœuvred so as to describe seven circles round each other. The firing from the *Kearsarge* was very good, though apparently not so quick as that of the *Alabama*.

The engagement is described by the owner of the yacht *Deerhound* as a most brilliant affair—the fighting being severe and at short distance. The *Alabama's* guns were served most rapidly, but doing less execution. The *Kearsarge*, however, is said to have sustained much damage, her sides being torn open, showing the chain plating.

The officers of the *Alabama* estimate their loss in killed and wounded at from twenty to thirty men.

Capt. SEMMES is very unwell through being in the water a considerable time, and has received a wound in his hand, which, however, is but slight. He is under the care of Dr. WIBLIN, a gentleman of well-known skill in his profession, who is Government surgeon for the port, and under whose management the Sailors' Home is conducted. The greater number of the men are in this establishment—they having been provided with needful clothing on their arrival at Southampton—where all landed, as may be supposed, in a sorry plight; some in rags, some in one or two garments, none with shoes or stockings. Capt. SEMMES is at present at KELWAY'S Hotel, along with Lieut. KELL. He was visited yesterday by Mr. MASON, Confederate States Commissioner, and numbers of gentlemen called at the hotel, whom, however, he has been unable to see.

STATEMENT OF ONE OF THE PETTY OFFICERS OF THE ALABAMA—WHAT CAPT. SEMMES SAID.

From the London News, June 21.

The following is a statement of one of the petty officers of the *Alabama*: "The *Alabama* arrived at Cherbourg on the 12th inst., 70 days from Cape Town. The *Kearsarge* arrived off Cherbourg on the 13th inst. Challenges to fight were reciprocated by the Commanders of the *Alabama* and *Kearsarge*. The former having taken in coal and undergone some refitting, steered out of Cherbourg at 9 A. M. on Saturday. She was escorted by the French iron-clad *Couronne*, which was appointed to see the *Alabama* clear of the limits of the port of Cherbourg. The engagement took place about 12 miles from the port. The first shot was fired by the *Alabama* at the *Kearsarge* at 10:30 P. M. The latter had a chain cable traced along her sides to break the force of the shot from the *Alabama*. The *Alabama* was about 1,000 yards from the *Kearsarge* when she fired the first shot. Being the fastest ship, she was able to steam round her antagonist in continually narrowing circles; when within five hundred yards of the *Kearsarge* the rudder and screw of the *Alabama* were shot away, and she was rendered helpless; her colors were shot away. The action lasted from 10:30 A. M. until noon. At the conclusion of the action nine badly wounded men of the *Alabama* went on board the *Kearsarge*. The crew of the *Alabama*, when she went into action, were 140 men, all told. After the action the *Kearsarge* appeared in a disabled condition. Four men were killed and ten wounded on board the *Alabama*.

Captain SEMMES is at KELWAY'S Hotel, and the other officers and men are about the town getting clothes and necessaries; they are taken charge of at the Sailors' Home here. Capt. SEMMES and Chief Officer LEE went this afternoon to EMMANUEL'S, the tailor in the High-street, to make purchases. The Captain's hand was bandaged, owing to a wound he received in action. The shop was crowded with people, endeavoring to catch a glimpse of the Confederate commander.

Messrs. EMMANUEL tapped several bottles of port, and treated their customer, his Lieutenant, and those who came to see them with much hospitality. Capt. SEMMES anxiously asked what the people of England thought of the South, said that slavery there existed but in name, and that the North and South would never again be united. He said, moreover, that he had endeavored to do his duty to his country. When he left the shop a crowd had collected round the door, who made way for him and treated him with much respect. He seemed to be laboring under mental anguish, and to feel most acutely the complete defeat he had experienced, and the death and sufferings which that defeat had caused.

Capt. SEMMES is a thin, wiry-built man, with a stern and determined air. He is about 50 years of age, with a small red pointed face, and a beard and moustache in the American style. He had on a very old naval officer's cap, and an English naval Lieutenant's jacket. He declined to see any strangers at his hotel. His First Lieutenant is a fine looking young man. In answer to questions, Capt. SEMMES said that he left all the property he possessed, and upward of [illegible] chronometers which he had taken from captured Federal merchantmen, in Cherbourgh, previous to going out to fight the *Kearsarge*. *He says that he was completely deceived as to the strength and armament of the Federal ship. What he recollected of the Kearsarge was, that she was an ordinary sloop-of-war. If he had known that she was an iron-clad, and much more heavily armed than the Alabama, he would not have fought, as it was madness to do so.* He said that the fight between the *Alabama* and *Kearsarge* has taught another lesson in naval warfare, that of the uselessness of ordinary ships of war like the *Alabama* encountering an iron-clad and heavily-armed ship like the *Kearsarge*. He does not know the extent of damage he did to the enemy's ship; all he knows is that he lost his own. It appears that SEMMES and a number of his officers and crew escaped from the *Alabama* just as she was going down, and that Mr. LANCASTER, the owner of the steam-yacht *Deerhound*, was desired by the commander of the *Kearsarge* to save as many of the officers and crew of the Confederate vessel as possible. Capt. SEMMES was in the water half an hour, and was nearly exhausted when picked up. It appears he begged Mr. LANCASTER to get away as fast as possible, to prevent him and those who were with him from being taken prisoners, and the *Deerhound*, being a fast yacht, was enabled to get out of the reach of the Federal man-of-war. Mr. LANCASTER describes the fight as a magnificent sight. He saw holes right through the *Alabama*, made by the tremendous shot of the *Kearsarge*.

CAPT. SEMMES' OFFICIAL REPORT.

Mr. MASON, has sent a copy of Capt. SEMMES'

Continued on Eighth Page.

EUROPEAN NEWS.

Arrival of the City of Baltimore and New-York With Dates to June 23.

PROCEEDINGS IN PARLIAMENT.

The Attention of the Government Called to Another Outrage by Earl Derby.

THE DANO-GERMAN QUESTION.

The Conference Making No Progress.

FINANCIAL AND COMMERCIAL.

The Inman steamer *City of Baltimore*, from Liverpool June 23, arrived at this port yesterday morning.

The steamship *New-York*, on June 22, from Southampton, also arrived here yesterday morning.

The *Kedar* arrived out on the 20th June.

The *News Scotian* arrived off Londonderry on the afternoon of June 21.

The *Etna* arrived off Cape Clear at 2 o'clock, June 22.

GREAT BRITAIN.

PROCEEDINGS IN PARLIAMENT.

ANOTHER OUTRAGE.

In the House of Lords on the 21st, the Earl of DERBY called attention to the case of a Montreal merchant named LEVY, who arrived at Boston in a British passenger ship in May last, and was seized and imprisoned by a Federal officer before he had left the ship. No cause was assigned for the arrest, and after being confined for ten days, he was liberated. He (Lord DERBY) wished to know if any information had reached the Government in reference to the case, and whether reparation had been demanded or volunteered by the Federal Government.

Earl RUSSELL said the dispatches of Lord LYONS contained no reference to the case. He would, however, make inquiries into the matter.

THE BALLOT.

In the House of Commons, Mr. H. BERKLEY moved his annual resolution in favor of the ballot, in voting for members of Parliament. Lord PALMERSTON opposed the motion, and it was rejected by a vote of 312 to 123.

THE EMIGRATION FROM IRELAND.

Mr. HENNESSY moved a resolution regretting the emigration from Ireland, and calling on Government to devise means to check it. He strongly condemned the practices resorted to in America in order to induce emigrants to serve in the Federal army.

Sir R. PEEL admitted that the drain from Ireland had been lamentable, but he contended that of late Ireland had shown a wonderful revival of prosperity, and that a great impetus was being given to the country.

Lord PALMERSTON contended that the emigration to America arose from the fact that the emigrant improved his position by the movement, and that it was entirely due to the law of level which attracted population to places where the highest wages and most permanent occupation were obtainable. He thought it impossible to alter the existing state of things—and so long as the Irish peasantry could improve their condition by going to America, it would be unkind to attempt to prevent them by legislative action.

Lord PALMERSTON appealed to Mr. HENNESSY to withdraw his motion, but as the latter declined to do so, Sir GEORGE GREY moved the previous question, which was carried by 80 to 52.

THE DANISH QUESTION.

In the British House of Commons, on the 20th, Mr. DISRAELI and others put sundry questions to Lord PALMERSTON in regard to the proceedings of the conference and the present aspect of the question, but Lord PALMERSTON declined to give any explanation of what the conference had done. He reiterated the statement of Earl RUSSELL that the fleet was ready and fit for any service that might be required from it.

Mr. BRIGHT asked if Lord PALMERSTON could give any assurance that the armistice would be prolonged. He did not think that a Minister of the Crown was called upon to divulge the secrets of the Conference, but at the same time it would be satisfactory to know if a peaceful solution of the difficulty would be arrived at.

Lord PALMERSTON had no doubt that great anxiety was felt on the part of the country in the interests of peace to know what was likely to be the result of the conference. He could only regret that his tongue was tied in this matter. He would, however, say that Her Majesty's Government were laboring unceasingly to bring the matter to a peaceful solution, and if they failed in doing so, he thought he should be able to satisfy the House and the country that the fault was not theirs.

The subject then dropped.

GENERAL NEWS.

OPINIONS ON THE WAR.

The *Asia* reached Liverpool at 2 o'clock on the afternoon of the 19th, and the *Kedar* on the morning of the 20th June.

The American advices by the *Asia* were variously construed and had no material effect on anything in a commercial sense.

The *Daily News* continues to look upon the position as favorable to the Federals.

The *Times* looks upon the news as little more than a repetition of the old story—hard fighting and no results.

The *Morning Post* looks upon an abandonment of the campaign by GRANT as inevitable.

THE DANO-GERMAN QUESTION.

The position of affairs has undergone no change since the meeting of the Conference on the 18th. The result of the sitting on the 22d, was awaited with much interest.

The London *Times* says that Austria is the only belligerent Power that has shown any disposition to accept the scheme of arbitration. Prussia and Denmark both object, and the latter Power also sees with impatience the duration of the armistice. There is, it is understood, no question of a further prolongation, and this is actually owing to the resolution of the invaded State.

The *Daily News* of the 20th says: "It is to be feared that on this day week, Earl RUSSELL will have to announce that negotiations have been totally broken off and the war renewed. The meeting on Saturday was an unusually long, one but nothing was really done. The discussion was throughout marked by a tone of bitterness and recrimination. The Germans not only refused the peaceful proposals of the neutral Powers but persisted in the refusal in a spirit of insolent defiance and intimidation that leaves little hope of any ultimate agreement. The German representatives intimated that on the resumption of hostilities the German Powers were determined, in defiance of the more just and humane code adopted by the great Powers at the Treaty of Paris, in 1856, to resort to the barbarous system of privateering, and prey on Danish commerce by means of licensed adventurers. Should the war recommence, therefore, the German operations at sea, as well as those on land, will be so opposed to modern usage as to be beyond the pale of what is now recognized as civilized warfare. For the rest, the formal business of the conference consisted of a proposal, on the part of neutral Powers, to refer the division of Schleswig to arbitration, some neutral sovereign to be chosen as arbitrator. The German representatives formally undertook to refer the proposal to their respective Governments, and the Danish plenipotentiaries to report it at Copenhagen.

The London *Times* excuses Lord PALMERSTON's reserve on the ground that the Premier was unwilling to enter into any details which could hardly be separated from an explanation of the future designs and policy of the Government. It is, however, says the *Times*, evident from the language and still more from the reticence of Ministers, that they deeply feel the importance of the present crisis, and are convinced that they can retain power only by upholding the dignity of the country. What their first acts may be, we cannot presume to predict, whether it be rude or not to interfere at once, whether Schleswig or a part of it could be delivered by British aid are political or military questions which will require anxious consideration. In the meantime we think that a suspension of diplomatic relations should be the immediate result of the rejection of our proposition for peace. There can be no benefit being represented at courts which have treated England with such contumely. When this step is taken the Government will be able to determine in what way material effect may be best given to the protest on which it may have resolved.

The Paris *Patrie* asserts that Earl COWLEY had asked whether the Emperor NAPOLEON would be disposed to participate with England in a naval demonstration in the Baltic, and the reply was in the negative.

The London journals generally, continue to use a very threatening tone toward Germany, but the *Star* objects to England's taking any active part in the war.

The German papers admit that a great change has come over England with regard to the war, and some of them think it would be to repeat the mistake of the Emperor NICHOLAS, to suppose that under no circumstances will she go to war.

The difference which existed between the King of Denmark and his Ministers and Privy Councillors was settled on the 20th of June; the Ministerial crisis was consequently ended.

It is asserted that there was a loud cry in favor of peace at Vienna—the feeling being that it would be folly to continue the war for the benefit of Prussia.

A large public meeting at Toudern had adopted resolutions in favor of the union of Schleswig and Holstein, amidst great enthusiasm.

It is stated that great effort is were being made to supersede the Duke of AUGUSTENBURG as a candidate for the Duchies by Prince PETZ, of Oldenburg, who is allied to the family of the Czar.

The Schleswig Islands of Fohr and Amron had solicited the King of Denmark to maintain the connection of those islands with Denmark.

A Ministerial crisis was said to exist at Copenhagen, caused by a difference in the principles held by the King and his Ministers.

It is reported that England had asked the Danish Government, if the port of Korsoer, on the Great Belt, could, in case of necessity, supply provisions for twelve British vessels-of-war.

The *Morning Herald* looks upon the conference as virtually closed, and thinks the war will recommence on the 27th June. The other English journals are scarcely less hopeful, and regard the aspect of affairs as very threatening.

The *Oesterreische Zeitung*, of Vienna, gives matters a different complexion, and says that in the sitting of the conference on the 18th, a decidedly more pacific tone was adopted. Proposals of mediation were made by the neutral Powers, and accepted *ad referendum*.

La France confirms the English view, and says that at the sitting of the conference the members were occupied with contradictory discussions, and the irreconcilable pretensions of the different Powers. No important progress has been made.

The London *Morning Herald* treats the idea of German privateers injuring Danish commerce as an absurdity, and says the threat seems more as if it were directed against England than Denmark.

THE MEETINGS OF SOVEREIGNS.

An Austrian diplomatic circular had been issued to correct the exaggerated rumors which had been current in regard to the meetings of the Sovereigns of Russia, Austria and Prussia; and it asserts that no holy alliance exists, and that there is not the slightest hostile feeling toward any Power whatever.

FRANCE.

The Japanese Ambassadors were to leave Paris on the 21st en route for Japan direct. They had signed a Convention confirming former treaties, tendered apologies for the assassination of a French Lieutenant in Japan, and guaranteed the payment of an indemnity.

The Paris Bourse was flat.

Rentes on the 20th closed at 66.05.

ITALY.

GARIBALDI had arrived at Ischia from Caprera.

FRANCE.

A commercial treaty between France and Switzerland had been signed.

The Bourse was flat, closing on the 21st at 66f. for rentes.

SPAIN.

A telegram from Madrid says that a Ministerial Council had decided to treat the Peruvian difficulty in such a manner as to avoid war.

TURKEY.

The negotiations between the Porte and Prince COUZA had triumphed to the entire satisfaction of both parties, except on the question of the convent property, which remains to be submitted to a conference of the European Powers.

Financial and Commercial.

LONDON MONEY MARKET.

The funds were flat and drooping, and the general tone of the Stock Exchange was very gloomy. Consols on the 21st closed at 89¾@⅞.

The money market was less easy. There was a full demand at 6 ⅌ cent.

The old private banks of GLYNN & Co. and CURRIE & Co., had amalgamated.

LIVERPOOL MARKETS.

LIVERPOOL, Wednesday, June 22—A.M.

COTTON.—The sales of Monday and Tuesday have been about 12,000 bales, including 4,000 to speculators and exporters. The market is dull, and prices favor buyers to the extent of ⅛d.@¼d. ⅌ lb.—American being the least affected.

TRADE AT MANCHESTER

Yesterday was almost at a standstill, owing to the critical appearance of European politics. Prices generally were unchanged.

BREADSTUFFS.—Messrs. WAKEFIELD, NASH & Co., and BIGLAND, ATHYA & Co., report: Flour firmer and partially rather dearer. Wheat in some speculative demand, and 1d. @2d. higher. Red Western, 8s.@8s. 6d.; Southern, 8s. 9d.@8s. 9d. ⅌ 100 lbs.; White unchanged. Corn firmer, and a shade dearer; Mixed, 28s. 6d.@28s. 9d. ⅌ 480 lbs.

PROVISIONS.—RICHARDSON, SPENCE & Co., and GORDON, BRUCE & Co., report: Beef firm and steady. Pork unchanged and firm. Bacon steady at late rates. Lard quiet but unaltered. Butter—no sales. Tallow firm, but quiet at 38s. @41s. for North American.

PRODUCE.—Ashes quiet and small sales of Pots at 31s. Sugar quiet and unchanged. Coffee and Rice inactive. Linseed dull. Linseed Oil steady. Resin sells at 26s. 6d @27s. 6d. for Common French. Spirits Turpentine quiet at 70s. for French. Petroleum inactive. Refined 2s. 2d. Crude nominal.

LONDON MARKETS.

WHEAT firm and generally 1s. dearer for English. FLOUR unchanged. SUGARS quiet. COFFEE firm and wanted. TEA steady. RICE quiet at former rates. TALLOW in moderate demand at steady prices. LINSEED OIL 38s. 6d. PETROLEUM 2s 2d. for refined.

American Securities continue dull.

LATEST PER CITY OF BALTIMORE VIA QUEENSTOWN.

LONDON, Thursday, June 23.

The Dano-German Conference yesterday accomplished nothing. The proposition for arbitration was rejected. The conference is regarded as a failure, but will meet again on the 25th, for the completion of merely formal business.

It is supposed that hostilities will recommence on the 27th of June.

The *Times* says the conference will meet again on Saturday, but only as a matter of form in order that the protocol of yesterday's proceedings may be read and the members may exchange the courtesies which are usual at a separation. As far as business is concerned the conference is at an end, and it has ended in a failure. On no side has there been a disposition to accept the proposals which this country has thought it advisable to make in the interests of peace. The proceedings of the meeting may soon be told. The members only met to hear from Prussia and Austria their definite rejection of the proposed arbitration, and their acceptance of the alternative of a renewed campaign. There was, indeed, on their part, an offer which, under the circumstances, can only be looked upon as a mockery.

This was, that any Power that chose might arbitrate on the question of frontier, but they would reserve to themselves the right of rejecting the award.

LIVERPOOL, Thursday, June 23.

COTTON—Sales, two days, 12,000 bales, including 4,000, to speculators and exporters. The market is quiet and unchanged.

BREADSTUFFS—The market is firm with an upward tendency.

PROVISIONS—The market is steady.

PRODUCE—The market is quiet and steady.

LONDON, Thursday, June 23.

Consols closed at 89¾@89¾ for money.

AMERICAN STOCKS—Illinois Central Railroad, 36¼@35 dis.; Erie Railroad, 52@54.

LONDONDERRY, Thursday, June 23—3:30 P. M.

Consols for money, 89⅞@89¾.

The Day in Boston.

BOSTON, Tuesday, July 5.

The attractive and interesting programme for the glorious Fourth was fully carried out. The weather was charming. In the City regatta for single sculls, course two miles, the *Emma Lovett*, rowed by J. H. BRADFORD, of New-York, won the first prize; time 20 minutes 2⅛ seconds. The three mile race for four-oared boats was won by the *McClellan*, of Boston; time 25 minutes 30 seconds. Of the six-oared boats, the *P. L. Tucker* was the winner, in 22 minutes 4 seconds.

LAST HOURS OF CONGRESS.

The Bill Imposing a Special Tax on Incomes Through Both Houses.

Thanks to Our Soldiers and Sailors.

WASHINGTON, Monday, July 4.

Both Houses of Congress adjourned *sine die* at 12:30 o'clock this afternoon.

In the House, a resolution thanking our sailors and soldiers for their successes was adopted, and the Declaration of Independence, at the close of the session, was read.

The House bill imposing a special tax on incomes passed the Senate. It had previously passed the House.

It is believed that all the bills passed by the Houses have been signed by President LINCOLN.

PROCEEDINGS OF CONGRESS.

SENATE.

WASHINGTON, Monday, July 4.

The Senate met at 9 o'clock. The bill from the House assessing a special tax on incomes was taken up, as in Committee of the Whole, and then reported to the Senate.

The question occurring on its passage,

Mr. MORGAN, of New-York, (Union,) suggested that it lie over until after Senators appeared in their seats.

Mr. SHERMAN, of Ohio, (Union,) expressed the hope that the bill should at once pass.

Mr. CONNESS, of California, (Union,) said it was the general consent, on Saturday night, that this bill should pass.

Mr. SUMNER, of Massachusetts, (Union,) replied that there was no understanding that the bill should pass without amendment.

Mr. SHERMAN needed scarcely to remind the Senator that this body cannot originate tax bills.

Mr. SUMNER replied that the Senator could not have recently read the Constitution, which provides that all bills for raising revenue shall originate in the House, but that the Senate may amend, as in other bills. He desired to add a provision for a tax of whisky on hand. He was aware, as had been suggested, that the Senate had voted against doing so, but did it follow that such a tax would be voted down now? They had been informed that the new Secretary of the Treasury did not desire additional means for the support of the Government.

Mr. SHERMAN appealed to the Senator to know whether he desired to reopen a controverted question to defeat the bill, and thus prevent full force and effect to the Enrollment Act. Any attempt to amend the bill would defeat it. He considered his duty would be best performed by contributing of his duty and patriotism toward the passage of the bill.

Mr. SUMNER said he wanted to provide additional means to meet our obligations and sustain the national credit.

Mr. TRUMBULL, of Illinois, (Union,) regarded the position of the Senator from Massachusetts as extraordinary. He regretted the Senator should endeavor to screen himself from the responsibility of defeating the bill by throwing it on the shoulders of somebody else. The Senator had persistently voted against taxing whisky on hand, which he now proposed.

Mr. SUMNER—I beg pardon.

Mr. TRUMBULL said it ill came from the Senator who fought against the tax to now at this time seek to impose it. If the Senate had had the influence, on a former occasion, of the Senator from Massachusetts, (Mr. SUMNER,) and the Senator from Michigan, (Mr. CHANDLER,) that tax would have been imposed.

Mr. SUMNER was unwilling to be presented in a false attitude. He had voted for the largest tax which seemed practicable. When a tax upon whisky on hand was first presented, as a separate measure, he did not see the way clear to enforce it; but he had afterwards favored the tax.

Mr. HARLAN, of Iowa, (Union,) had been informed that the present Secretary of the Treasury wanted only this additional measure to meet the demands during the present fiscal year. He was, therefore, unwilling to unsettle what had been done and impose a larger tax on any commodity now taxed.

The House bill imposing a special tax on incomes was then passed—yeas, 29; nays, 7—as follows:

YEAS—Messrs. Anthony, Clark, Conness, Cowan, Doolittle, Foot, Foster, Hale, Harlan, Harris, Hicks, Howe, Johnson, Lane of Indiana, Lane of Kansas, McDougall, Morgan, Morrill, Pomeroy, Ramsay, Sherman, Ten Eyck, Trumbull, Van Winkle, Wade, Wilkinson, Willey, Wilson—29.

NAYS—Messrs. Buckalew, Carlile, Davis, Powell, Richardson, Riddle, Saulsbury—7.

Mr. HARRIS, of New-York, (Union,) called up the bill to regulate the sessions of the Circuit and District Courts of the Northern District of New-York. He only asked a vote, and said if amendments were to be proposed to the bill, he would abandon it. He hoped the Senator from Illinois would not persist in killing this bill by indirection. If that Senator would reduce the salary of the Judge in his own district in Illinois, he would not ask him to favor this.

Mr. TRUMBULL said that such a reduction could not be made under the Constitution.

Mr. HARRIS knew of no constitutional objection.

Mr. TRUMBULL insisted that, aside from a constitutional objection, there were other good reasons for not favoring such a reduction. He was confident there was more business in the court at Chicago, which was in session nearly all the year, than in the New-York district alluded to.

Mr. HARRIS urged an immediate vote.

Mr. HALE, of New-Hampshire, (Union) said he would like to tell, if he had time, how Judge HALL obtained his appointment. He would like further to show how active, prominent, conspicuous and offensive, had been his efforts to break down jury trials. If judicial salaries were to be increased, he would like to commence on some other man.

Mr. TEN EYCK, of New-Jersey, (Union,) opposed the bill.

Mr. LANE, of Kansas, (Union,) moved that the Senate go into executive session.

Mr. HALE, of New-Hampshire, (Union,) submitted an amendment to increase the salary of the Judge of the District of New-Hampshire, which was not agreed to.

Mr. TRUMBULL moved to amend by striking out the section which increased the salary of the Judge of the Northern District of New-York.

The amendment was lost.

Mr. SPRAGUE, of Rhode Island, (Union,) rose for a personal explanation, and said:

Mr. PRESIDENT: In a speech made in the House of Representatives some weeks since, Gen. FRANK BLAIR, then claiming to be a member from Missouri, deliberately asserted that I had received some special privileges from Secretary CHASE, by which I had made, or would make, some two millions of dollars, and he referred to Mr. ASPINWALL as witness. Postmaster-General BLAIR used the Postoffice Department to circulate the speech, and so made himself a party in its vilification of the Secretary of the Treasury and its impeachment of my personal integrity. I have heretofore treated this malignant charge with stern contempt, nor should I now notice it or its author, or the brother of its author, had not new currency been given to the slander. Lies reiterated, if not contradicted, come at length to be considered as truth. I have determined, therefore, to submit to the humiliation of noticing this, not that I imagine myself the real object of attack. The brother BLAIRS and their tribe of falsifiers meant it to strike at the Secretary of the Treasury. They had some political ends to compass, and were not scrupulous in choice of means. They did not care a fig how much the finances of the country might suffer; the army and navy might go unprovided and unpaid. No matter what public evil might come, what they wanted was to reach him with their poisoned arrows—if through me, so much the better. Some here may remember how, at the beginning of the war, I responded to the summons of the President. He was not of my party, but he was President of the United States, and the Union was in peril. I called Rhode Island to arms, and, great in spirit, though small in size, she waited for no second call. Her sons were among the first to reach the beleagured capital. I went with them into battle, and was not niggard either of labor and hoard. But I will not parade my acts. It is enough to say that I neither sought nor received the slightest return from the President and Secretary. Then, and ever since, I have tried to render some service to my country. The consciousness of the endeavor is reward enough. Since the beginning of the war the business in which I was then engaged has been since almost wholly in other hands than my own. It is largely a manufacturing interest. Its managers have bought new material and sold goods where and as they could. So far as I know they have had no favors from any Secretary or any officer of the Government. They have taken the chances of the market with all others, and have had no favors or advantages that all others have not had. Neither for them, neither for myself, nor for anybody else have I asked or received any special privileges to buy cotton or anything else, or to trade in cotton or anything else, nor have I made since the war began, from any buying or trading in cotton, permitted or unpermitted, licensed or unlicensed, the millionth part of two millions of dollars, nor the millionth part of that millionth. If the BLAINS know anything about the Treasury Department, they know that no permits or licenses to trade were granted by the late Secretary of the Treasury. He made regulations, as the law requires, under which permits were granted; but he granted none, nor allowed any to be granted, except under the regulations, and that without favor or partiality. Have the slanderers or their followers sought favors, unauthorized favors, and been disappointed? Perhaps I ought to say that there was one transaction in cotton in which I did take some interest. When DUPONT captured Forts Walker and Beauregard, and SHERMAN took possession of the Sea Islands of South Carolina, considerable quantities of cotton were found on the abandoned plantations. This was in the Winter of 1861 and 1862. Secretary CHASE, with the approval of and concurrence of the War Department, undertook the duty of collecting this cotton, and consulted me about the selection of an agent. I recommended one who was employed and found faithful. A large quantity of cotton was collected and forwarded to New-York, and sold by Collector BARNEY at public auction. The proceeds, some three-quarters of a million, I believe, were deposited with Assistant Treasurer CISCO. If Mr. ASPINWALL knows anything about any cotton business in which I took part it must be this; and in this I had not the pecuniary interest of a mill. I feel humiliated in noticing such miserable calumnies, but, perhaps, it is a duty. I think so, or I would not say a word. Henceforth these convicted slanderers may rail and falsify unnoticed by me.

The bill from the House for the relief of the publishers of the *Globe* was then considered.

Mr. SHERMAN, of Ohio, (Union,) offered a substitute providing for the appointment of a committee to investigate the subject of the cost of printing the *Globe*, and looking to its publication by the Public Printer, and to the purchase of the *Globe* building.

The substitute was lost. The bill was then passed—yeas 27, nays 8.

Mr. WILSON, of Massachusetts, (Union,) called up the bill to increase the compensation to matrons of hospitals. Passed.

At 11½ o'clock the Senate went into Executive session, and the doors were again thrown open at 12:20, when it was learned that a postponement to 1½ o'clock had been made in the hour of adjournment, in which the House concurred.

The hour of half-past 12 having arrived, Mr. CLARK, the President *pro tem.*, said:

SENATORS: The time fixed by the concurrent votes of the two Houses of Congress for the adjournment has arrived. I now, therefore, wishing you, Senators, a pleasant return to your homes and families, and expressing the hope that before you again return to this chamber, the clouds that have been lowering upon our beloved country may be lifted, that the storm may be receding, that peace may be again returning, I do declare the Senate adjourned without day.

HOUSE OF REPRESENTATIVES.

WASHINGTON, Monday, July 4.

The House met at 10 o'clock, when Mr. WASHBURNE, of Illinois, (Union) offered the following resolution:

Resolved, That before the adjournment of the present session of Congress on this day, the eighty-eighth anniversary of the birth of our National Independence, it is becoming and proper for the representatives of the people to renew to our officers, soldiers and seamen engaged in the present struggle for the suppression of the rebellion against our Government, our profound and heartfelt thanks for their services, and our sympathy for their sufferings, and to congratulate them on their successes and their triumphs, and to express the hope of a speedy termination of the contest, and their return to the peaceful pursuits of life.

Mr. WASHBURNE, in offering this resolution, briefly contrasted our present situation with what it was on the last Fourth of July. Although Vicksburgh capitulated one year ago to-day, yet the Mississippi River was still closed, the rebels holding Port Hudson. In Tennessee we only held to Nashville or Murfreesboro. The changes which the last year had brought to us in the military situation should fill the country with hope and courage. LEE, instead of advancing into Pennsylvania, had been driven to Petersburgh, and had either got to retreat to the Carolinas, or to be cooped up and captured. Lieut.-Gen. GRANT, that child of victory of the Northwest, had driven LEE for sixty miles through his intrenchments, outgeneraling him in every movement, and beating him in every battle. While the country was concerned at our own losses, it did not seem to consider the immense losses inflicted upon the enemy. The rebels had lost in this campaign sixty thousand in killed and wounded, and sixteen thousand prisoners. Our losses did not exceed those of the enemy in killed, wounded and prisoners. The enemy had lost twenty-six general officers in killed, wounded and prisoners, twenty-three guns, and innumerable battle-flags and standards. We had lost only five guns, captured, though WILSON and HUNTER had destroyed some fifteen or twenty small pieces, to prevent them falling into the hands of the enemy. We have lost seventeen general officers in killed, wounded and prisoners. All the railroads leading to Richmond have been so destroyed that much time will be required to repair them. Our forces held possession of the Petersburgh and Weldon Road, while WILSON, in his recent brilliant raid, had destroyed nearly fifty miles of the two roads—the Danville Road, and the Petersburgh and Lynchburgh Road. HUNTER had achieved immense success in Southwestern Virginia, in destroying railroads, cutting canals, capturing barges, taking Staunton, and destroying the immense depot of supplies there, and inflicting irreparable damage upon the enemy generally. Richmond was now entirely cut off from railroad communication, and was short of supplies, and GRANT had really both Petersburgh and Richmond by the throat. The spirit of our army was indomitable, and every man in it full of hope and courage, and entirely confident of success. The "fleet of the Mississippi," fresh from his glorious successes on the old "Father of Waters," had snatched victory from the jaws of defeat at Chattanooga, fought a battle at Lookout Mountain, above the clouds, and opened the gateway to Georgia. The heroic SHERMAN had advanced far into the State, captured important towns and immense stores, driven the enemy all the time before him, till he yesterday dated his dispatches from Marietta, within eighteen miles of Atlanta, the very heart and soul of the rebellion in the Southwest. The whole military situation had never before looked so promising, and he believed we were now rapidly approaching the triumphant end of the great struggle. With all the necessary legislation passed by Congress with the certain prospect of filling up the ranks of the army, with the patient and trusting patriotism of the people, he believed that all loyal men would now look forward with hope and faith. The first session of the Thirty-eighth Congress would adjourn under favorable auspices, and, returning to our seats on the first of December, he hoped to see the rebellion not only crushed, but the country regenerated and disenthralled.

The resolution was unanimously agreed to.

Mr. AILEY, of Massachusetts, (Union,) asked leave to offer a resolution, proposing, the Senate concurring, to increase the duties on foreign imports twenty per centum, and also to the same extent under the Internal Revenue Bill, and five per centum additional on bank circulation.

Mr. STEVENS, of Pennsylvania, (Union,) objected to the reception of the resolution.

The House passed the Senate bill to test sub-marine inventions.

Much miscellaneous business of no public importance was then transacted.

Mr. ECKLEY, of Ohio, (Union) asked leave to offer a resolution to exempt the Ohio one hundred day men from the draft, but the House refused to suspend the rules to enable him to do so.

Mr. FENTON, of New-York, (Union) reported a bill further to amend the act for the collection of taxes in insurrectionary States. He endeavored to have it passed, but objection being made, it was, on his motion, recommitted to the Committee on Ways and Means.

Mr. MORRILL, of Vermont, (Union,) called up the joint resolution authorizing the Secretary of the Treasury to appoint three persons to inquire and report as to the most efficient mode of raising additional revenue, as may hereafter be found necessary, having regard to the sources from which it is to be supplied; and that the necessary money to take testimony, etc., be hereby appropriated.

Mr. KERNAN, of New-York, (Dem.) said if the gentleman would provide that mere politicians should not be appointed, he would vote for the resolution.

Mr. COX, of Ohio, (Dem.,) said the Secretary now had the means to obtain information, without the passage of this measure.

Mr. MORRILL replied, the Secretary had no such power.

Mr. COX withdrew his objection, and Mr. LE BLOND renewed it.

The House passed the Senate bill increasing the salaries of matrons in hospitals $10 a month, with one ration.

Mr. MORRILL made another unsuccessful effort to have the House take action on the resolution providing for a Treasury Commission.

At 11:55 o'clock Messrs. STEVENS, WASHBURNE of Illinois, and DAWSON were appointed a committee to wait upon the President, and inform him that the House, having completed its business, was ready to adjourn, if he had no further communications to make. This committee was to act in conjunction with that of the Senate.

The time for adjournment was extended ten minutes, in order to act upon a bill to correct an error in the Enrollment Act.

Mr. ANCONA, of Pennsylvania, (Dem.,) moved that the Farewell Address of WASHINGTON be read.

Mr. COX, of Ohio, said that would be a reproach, considering how this Congress had acted.

The Speaker said that there was no copy of the address at the desk.

Mr. COLE, of California, (Union,) suggested that the Clerk read the Declaration of Independence.

It was here discovered that the hands of the clock had been turned back ten minues; when

Mr. ELDRIDGE, of Wisconsin, exclaimed: "The hands of the clock have been turned the other way."

Mr. KELLEY, of Vermont—My watch wants eight minutes to 12.

Mr. ELDRIDGE—Your time is not sustained on the Democratic side of the House.

Mr. STEVENS, of Pennsylvania, from the joint committee to wait upon the President, reported: "We have performed that duty. He has no further communication to make, but says, 'God bless you all!'" [Laughter.]

Mr. MORRILL again urged the House to pass the resolution for the appointment of a Treasury Commission to take testimony on the subject of a tariff.

Mr. LE BLOND, of Ohio, (Dem.,) demanded the yeas and nays.

Mr. ELDRIDGE, of Wisconsin, (Dem.,) moved a postponement of the subject.

Mr. MORRILL asked leave to withdraw the resolution.

Mr. ELDRIDGE said the gentleman was like the clock—he went backward.

Mr. ODELL, of New-York, (Dem.,) thought that the gentleman from Wisconsin, himself, was like the clock, and expressed his regret that there was opposition to the resolution on his side of the House.

Cries of "Order," "Order," "Order."

Mr. ROSS, of Illinois, (Dem.,) moved that 10,000 copies of the "Farewell Address of WASHINGTON" be printed.

The Speaker said the subject would have to be referred to the Committee on Printing.

Mr. WASHBURNE, of Illinois, moved that the address be read.

Mr. FENTON, of New-York, suggested that the Declaration of Independence be read.

Mr. COX, of Ohio, said that was a revolutionary document, and the Republicans were revolutionists. The document would give aid and comfort to the rebels, which the Republicans sought to do.

The Clerk commenced the reading of the Declaration, and had got as far as "When, in the course of human events," when—

The Speaker (interrupting) said—The Clerk will suspend the reading, in order to receive a message from the Senate.

The message asked the House to extend the time of adjournment for ten minutes, which was agreed to.

The reading of the Declaration of Independence was then completed.

Mr. WHALEY, of West Virginia, asked that the Inaugural Address of THOMAS JEFFERSON be read.

Mr. AMOS MYERS, of Pennsylvania—And JEFFERSON'S Notes on Virginia.

Mr. ELDRIDGE, of Wisconsin—And ABRAHAM LINCOLN'S Inaugural Address.

Mr. PENDLETON, of Ohio, introduced a resolution to increase the pay of the House clerks and employes twenty per cent., which was agreed to.

A similar resolution for the benefit of the *Globe* reporters was also adopted.

Another message was then received from the Senate extending the time of the adjournment till 12½ o'clock.

The yeas and nays were taken on agreeing to this, and the time was then consumed, when

The Speaker rose and said:

GENTLEMEN OF THE HOUSE OF REPRESENTATIVES: The hour of adjournment has arrived, and I wish one and all a happy reunion with family and friends, in the charmed home-circle. Thanking you for the kind and generous manner in which you have sustained me in the administration of the difficult and responsible duties of the Chair, and hoping and trusting, when we reassemble in these halls next December, Providence may have so crowned the endeavors of our heroic defenders in the field, that we may be permitted to rejoice over the full realization of the prayer of so many millions of your constituents, "God save the American Republic." I do now, in accordance with the concurrent resolution of both Houses, declare the first session of the House of Representatives of the Thirty-eighth Congress of the United States adjourned *sine die*.

Loud and prolonged applause followed the delivery of this address from all parts of the Hall, and the members separated.

LOCAL INTELLIGENCE.

OUR NATIONAL ANNIVERSARY.

Celebration in New-York, Brooklyn and Jersey City—Parade, Fireworks, &c.

The eighty-eighth Anniversary of our National Independence was celebrated in this City with less military and civic display than is usually witnessed on the Fourth of July. The absence of such glorious news as that which electrified the nation last year at this time, served to dampen in some degree that unbounded popular enthusiasm which has always hailed the recurrence of the National holiday. Nevertheless, a stranger visiting our City, would have failed to notice any lack of enthusiasm. The streets were never more gaily decorated with banners and streamers, and only an experienced ear could have discerned a diminution from former years in the amount of din and racket in the streets. Of course the small and big boys were out in full force with their guns, pistols, Lilliputian artillery, torpedoes, firecrackers, and every conceivable contrivance for deafening the ear and giving nervous people the headache.

The military parade was the finest feature of the celebration. For several hours before the procession marched down Broadway, that street was crowded with people, while balconies and windows along the whole line of march were occupied by fair ladies anxious to witness a display which never fails to interest a citizen of New-York. The line was formed in Fourteenth-street, right resting on Broadway, and the procession moved at 10 o'clock in the following order:

Detachment of Police.
Capt. OTTO's Carabineers acting as escort.
Maj.-Gen. SANDFORD, Commanding First Division, and Staff.
Col. TRAFFORD, of the Seventy-first, Commanding First Brigade, and Staff.
Seventy-first Regiment, Major LIBBY Commanding.
First Regiment Cavalry, Col. MINTON.
Regiment Cavalry, Capt. BUDKE Commanding.
Col. BURGER, of the Fifth Regiment, Commanding Second Brigade, and Staff.
Fifth Regiment, Lieut.-Col. DONOR Commanding.
Sixth Regiment, Col. JOEL W. MASON.
Twelfth Regiment, Col. W. G. WARD.
Eighty-fourth Regiment, Col. CONCKLING.
Fourth Regiment (Artillery), Col. D. W. TELLER, mounted, with battery.
Lieut.-Col. Price, of the 7th, commanding 3d Brigade,
Troop of the 8th Regiment acting as escort.
7th Regiment, Maj. G. B. Young, commanding.
8th Regiment, Maj. Leander Buck, commanding.
37th Regiment, Maj. ——, commanding.
Brig.-Gen. Ewen, commanding 4th Brigade.
11th Regiment, Col. J. Maidhoff.
22d Regiment, Lieut.-Col. Cox, commanding.

The ranks of several of the regiments were not half filled. The troops passed down Broadway, through the Park, where they were reviewed by the Common Council, and were then dismissed.

The display of bunting on the shipping in the harbor was magnificent, surpassing any previous display. Of the fifteen hundred vessels of all classes at the wharves and at anchor in the river, there were none that were not dressed to their utmost capacity, from the simple ensign to the entire signal code of MARRYAT, ROGERS and BEACH. The taste displayed in the decoration of the foreign vessels was particularly noticeable. The Cunard steamers *Arabia*, *Hecla* and *Sidon*, at Jersey City, were hung with flags wherever there was a stray brace to fasten one. The Hamburg steamer *Bavaria*, at Hoboken, made an equally fine display. The French and Spanish frigates in the North River were dressed from the water line to the truck. The flags were hoisted in balls, with a slight seizing on each, and at the first gun of the national salute, which was fired at 8 o'clock, the seizings were snapped, and in an instant the ships were covered from top to bottom. The Russian frigate was one mass of bunting.

At the Navy-yard, all the Government vessels were in holiday attire, and among the merchantmen a strife seemed to exist as to which of them should best honor the day.

A great feature among the smaller class of vessels was the decoration of the yachts of our pilots. They flew a multitude of flags. The steamers of the different ferries also made an unusual display.

The Tammany Society celebrated the day at Tammany Hall. The hall was tastefully dressed with flags and streamers, and over the Speaker's desk was the inscription: "The Union; it must and shall be preserved." Over the door leading to the banquet-room hung a portrait of Gen. DIX, with the inscription which has passed into history: "Whoever attempts to haul down the American flag, shoot him on the spot." On the opposite side were portraits of Gens. MEADE, WARREN, WRIGHT, HOOKER, HANCOCK and MCCLELLAN, each with an appropriate inscription. At 1:30 o'clock, Grand Sachem E. F. PURDY called the meeting to order. In a brief speech he referred to the history of the day, to the noble and heroic deeds of the Union army in the present war, and concluded by exhorting the members of the Society there in their ancient wigwam, as heretofore, to renew their fealty to the Union, the Constitution and the laws.

After various other exercises, District-Attorney HALL delivered a bitter partisan oration, in which he denounced the Administration as imbecile, corrupt and tyrannical, and compared it to the Government of GEORGE III. during the Revolution.

At the close of Mr. HALL's oration, Mr. HIRAM WALBRIDGE offered a series of resolutions, which were unanimously adopted, declaring against the separation of the Union, against foreign intervention, recognizing the efforts of the Liberals of Great Britain to secure the rights of the laboring classes of that kingdom, and censuring the Navy Department for general remissness.

The society then partook of an elegant collation, and drank to the following toasts: 1. The day we celebrate. 2. George Washington. 3. The Union. 4. The Constitution. 5. The Federal Government. 6. The Governor of the State of New-York. 7. The City of New-York. 8. The Democratic Party. 9. George B. McClellan. 10. The Army and Navy. 11. The Press. 12. Woman. 13. The Tammany Society.

The Fourth was appropriately celebrated at the

of the accident, was in his cabin conversing with a friend, to whom he remarked, as he was about retiring for the night, that he would step out on deck and see if everything was all right. The collision occurred while he was in the act of opening his door. The captain immediately ordered the small boats to be cut loose from their lashings, and, although he could have easily entered one of them, he refused to leave his sinking craft, and went down with her. As he could not swim, his life was saved by accidentally catching a trunk as he rose to the surface of the water. But the hero of the sad scene was the second mate, Mr. JACOB GUNSTONE, who, with the only boat afloat of the *Locust Point*, remained in the vicinity of the disaster until six o'clock in the morning, regardless of the fact that the *Mantanzas* was rapidly drifting from him. When seen in the morning he was nearly five miles distant from that vessel still endeavoring to rescue those who were yet clinging to pieces of the wreck. All credit is due to the brave man for his noble and self-sacrificing exertions. The passengers speak in high terms of praise of Capt. LIESGANG and his crew. It was principally owing to their watchful efforts that so many lives were saved. The *Locust Point*, although only 500 tons burden, was considered one of the staunchest vessels running between this point and New-Orleans. The following is a list of the names of the drowned:

PASSENGERS LOST.

Mrs. Demorest, Mrs. Lawrence, Miss Samuels, Mrs. Ferguson, W. L. Samuels, J. Hoffman, J. F. Zimmerman and wife.

CREW LOST.

H. Roby, mate; B. Perkins, second engineer; August Strebeck, third engineer; James Whittle, fireman; Rodger Murray, coal passer; Jno. McLean, steward; Edward Dunn, second cook; Thos. Casion, waiter; unknown, waiter.

Funeral of Mr. Clancy.

Yesterday the last honors were paid to the remains of the late JOHN CLANCY. At 9 o'clock the parlors of the deceased's late residence in East Nineteenth-street were thronged by relatives and friends. There the remains were exposed to view. The coffin was of solid mahogany, covered with the finest black silk velvet. The plate bore the inscription:

JOHN CLANCY,
Died July 1, 1864.
Aged 35 years, 3 months, 27 days.

On the lid rested a beautiful cross of flowers, and a wreath of immortelles.

Previous to the removal of the body from the house Rev. Father QUINN recited the solemn strains of the De Profundis for the repose of his soul. A long procession, in triple file, in which were seen the companions of the deceased in the profession of newspaper literature, and in politics, marched from Nineteenth-street to Fourth-avenue, and from thence down Broadway to the Church in Barclay-street. The pall bearers were Peter B. Sweeney, Hugh Smith, John J. Bradley, James M. Sweeney, Joseph Dowling, Walter Roach, George Pearson, Robert C. Hutchings.

The Very Rev. Father Starrs, Fathers McNeirney and Quinn, in a carriage, accompanied the procession.

Among those in the church were Judges Sutherland, Barbour, Garvin, Cardozo, Russell, Hoffman; A. O. Hall, District-Attorney; John A. Devlin, Comptroller Brennan, several Aldermen and Councilmen, the Commissioners of Public Charities and Corrections, and numerous others.

At 11 o'clock, the Rev. Father Quinn celebrated a solemn High Mass of Requiem, assisted by the Rev. Father McKenna, a clergyman now on a visit to this country from Ireland, and the Rev. Father McNierney. The Right Rev. Bishop Bailey, of Newark, and the Very Rev. Father Starrs occupied seats at the side of the altar. After the services, the Rev. Father Quinn preached an eloquent sermon, in which he paid a high compliment to the memory of the deceased. After service, the body was then removed to the Eleventh-street Cemetery for interment.

Large Fire in Wooster and Greene Streets.

A CHURCH, A WAREHOUSE, AND TEN OR TWELVE DWELLINGS DESTROYED—ESTIMATED LOSS $150,000—ONE MAN BURNED TO DEATH.

Between 9 and 10 o'clock on Monday evening a fire broke out in the large six-story brick warehouse No. 26 Wooster-street, occupied by Messrs. NEIDIG, DECKER & Co., as a place of storage for pianos and general cabinet furniture. On account of the highly combustible nature of the contents, the flames spread with great rapidity, notwithstanding the efforts of the firemen. The light produced by the burning buildings added much to the illumination made by the rockets and other fireworks which the "City Fathers" caused to be burned throughout the City on that evening.

From the premises above-named the fire soon extended to No. 24 Wooster-street, a furniture warehouse, occupied by Mr. WM. KINGMAN. Both these buildings were owned by MAJOR THOMPSON, and are a total loss. No. 26 Wooster was about thirty feet front by eighty feet deep, with an L extending in the rear of No. 24. KINGMAN's loss is about $20,000 on stock. He is insured for $4,000 in the Brevoort Insurance Company.

From the storehouse the fire spread to Nos. 22, 20, 18 and 16 Wooster-street, all of which, with the exception of No. 16 are totally destroyed. The houses in the rear of Wooster-street were also burned.

The fire thence extended to the large Church situated on Green-street. This edifice occupied what are known as Nos. 9, 11, 13, 15 and 17 Greene-street, and was entirely destroyed. Nos. 19, 21, 23 and 25, situated on the same side of the street, and occupied mainly as dwellings, were more or less injured. Two of them are total wrecks.

The roofs of Nos. 10, 12, 14 and 16, on the opposite side of Greene were badly burned, and the loss by fire and water, on stock, furniture and fixtures therein is very serious.

The fire originated on the block below Grand-street. Nos. 75, 77, 79 and 81 on the latter street were badly damaged.

A man named PETER HAGAN, aged about 60 years, residing at 79 Grand-street, is supposed to have been burned. He was seen at the fire, and although diligent search has been made he has not been found.

LIST OF INSURANCES,

on the stock of Messrs. NEIDIG, DECKER & Co., occupants of No. 26 Wooster-street, where the fire is supposed to have originated. They occupied the premises as a storehouse for cabinet furniture.

Their stock was valued at $62,000 and is a total loss. They are insured as follows:

Greenwich Ins. Co.	$2,500	St. Nicholas Ins. Co.	$2,500
Tradesmen's Ins. Co.	2,500	North American Ins.	5,000
Brevoort Ins. Co.	2,500	Central Park Ins. Co.	2,500
Equitable Ins. Co.	5,000	Firemen's Trust Ins.	2,500
Firemen's Ins. Co.	2,500	Adriatic Ins. Co.	2,500
Grocers' Ins. Co.	5,000	St. Mark's Ins. Co.	2,500
Brooklyn Ins. Co.	5,000	Franklin Ins. Co.	5,000
New-World Ins. Co.	2,500	N. Y. Fire & Marine	5,000
Total			$55,000

The origin of the fire is at present unknown. Fire Marshal BAKER is making an investigation.

Arrival of Rebel Prisoners.

The United States transport *Patapsco*, Commander NEFF, arrived here yesterday morning from Point Lookout. She brought 400 rebel prisoners, who are to be transferred to Elmira, N. Y. They are in charge of Capt. A. G. MARSH, in command, and Capt. M. H. CHURCH and Lieut. JOHN F. DAVIS. The *Patapsco* also brought 100 of the Eleventh Regiment Veteran Reserve Corps as a guard.

GENERAL CITY NEWS.

"DUPLEX ELLIPTIC PICNIC."—Probably the largest picnic excursion, ever arranged exclusively for the employes of a single manufacturing establishment in New-York, left the City on Saturday for MEYER's Grove, Staten Island. It was the fourth annual excursion of a similar character which has been arranged by the Messrs. WESTS & BRADLEY, the manufacturers of the "Duplex Elliptic" hoop skirts. The rendezvous was at the foot of Chambers-street, North River, on three of the largest of barges, which had been chartered for the occasion. The number who accompanied the excursion was about twenty-four hundred, nearly all of whom were the employes of Messrs. WEST & BRADLEY's establishments. Dodworth's Band, numbering over thirty pieces, furnished the music. The barges moved down the Bay and the Kills to the grove, where the landing was made about midday. The party returned about 8 P. M., having had a day of uninterrupted enjoyment. The few guests who were fortunate enough to have invites, circulated among the unprecedented crush of "Duplex Elliptic" somewhat bewildered; large as is the number of females employed in the present factory, over three thousand will be employed in the new one which the firm is about erecting, and the next annual picnic will be a mammoth one. The invention of the "Duplex Elliptic" has largely increased the demand upon them.

PERSONAL.—Col. THOMAS W. EGAN, commanding First Brigade, Third Division, Second Corps, arrived in town yesterday, by transport from Washington. He was wounded at Petersburgh on the 16th June, while leading his brigade in a charge. It will be gratifying to his many friends to know that he is recovering slowly, and hopes soon to be able to rejoin his command in the field. He is for the present at the Metropolitan Hotel.

GOVERNMENT CARE FOR THE SICK AND WOUNDED.—On the 28th ult. the Surgeon-General issued orders to the Medical Director at this port to fit up the large ocean steamers, the *Baltic* and *Atlantic*, as hospital transports to bring the sick and wounded from Fortress Monroe. These are two of the finest steamers at this port. On the 2d of July the *Baltic* sailed; on the 4th the *Atlantic*. Each had a fully supply of beds for one thousand men; were stocked with fresh beef, potatoes, cabbages, pickles, dried fruit, rice farina, cocoa, twelve tons of ice and other articles of necessity and luxury for the sick and wounded. A full complement of surgeons and nurses accompanied.

ANNUAL COMMENCEMENT OF ST. JOHN'S' COLLEGE.—The Annual Commencement of old St. John's College, at Fordham, will take place to-morrow, and the indications are that it will be a more than usually interesting affair. In the evening a grand dinner is announced to take place at Delmonico's, in Fifth-avenue, when addresses will be delivered by Bishop ROSECRANS, Bishop BAILEY, Very Rev. Dr. STARRS, G. I. THEBAUD, and several of the old graduates.

FOURTH OF JULY AT WASHINGTON ROCK, N. J.—The day was very appropriately celebrated at the place with the time-honored exercises. The Declaration of Independence was read by Mr. JOHN H. STAATS, after which FRANCIS J. TUCKER, Esq., delivered an oration. The spot, identified as it is with some of the most important events of the American Revolution, seemed to be peculiarly appropriate to the exercises of the occasion.

MUSIC IN THE PARK.—The Central Park Commissioners announce that a cornet band will play on the lake at the park on Wednesday, the 6th inst., commencing at 4:30 o'clock.

LAW REPORTS.

Examination of Isaac Henderson, Navy Agent.

UNITED STATES COMMISSIONER'S OFFICE—JULY 5.

Before Commissioner Osborn.

United States vs. Isaac Henderson.—The examination in this case was proceeded with to-day at 11 o'clock, in the Grand Jury room.

For the Government, United States District Attorney E. Delafield Smith, and Mr. Wilson, Assistant District Attorney of Washington; for the defendant, Ex-Judge Pierrepont and Mr. Brown.

William B. Moore, clerk in the office of the Fourth Auditor at Washington, was called on behalf of the Government. He produced two vouchers, as set forth in the affidavit of Savage, on which the warrant was issued, one for $12,880 56, the other for $17,566 86, and stated that they were presented to the Treasury Department on account of Isaac Henderson, for the fourth quarter of 1863. On cross-examination he testified that Mr. Henderson usually sent in his vouches in a certain regular form, and that these were in that form.

Jacob Russell, cashier in the office of the Assistant Treasurer, was next called, and produced two checks corresponding in amount with the above vouchers, and which, he testified were paid in the month of October, 1862.

Joseph L. Savage sworn: Was a hardware merchant, and resided in Brooklyn; had been a contractor with the United States Government for about ten years, principally in connection with the Navy Department; before the breaking out of the rebellion the contracts had been small; since then they had amounted to perhaps half a million per year; had been acquainted with Henderson from the time he was appointed Navy Agent; had furnished supplies to the Brooklyn Navy-yard, both on contract and on open purchase orders; in the month of September last had furnished a quantity of Brady's Compressed Hair to the department; [two requisitions for the same were here produced;] had filled those requisitions; heard at the Navy-yard that there were to be requisitions made out for this article; he called on the Navy Agent and stated the fact to him, saying he should like to furnish it; he could give him just the article; he could furnish it better than anybody else; he knew the patentee; the agent said he had not received the requisition, and of course could not do anything further then; he called the next day, and Mr. Henderson said the requisition had come over; witness asked him if he would let him furnish the article; he said he would see about it; witness importuned him about it, and said he hoped Mr. Henderson would give him the requisition; he would do as well by him (Mr. Henderson) as anybody else would; witness waited awhile, as he said he would see about it, and then called again and pressed him for a long while to let him furnish the article, and he finally did send him the requisition shortly afterward; at the second or third interview had offered him 7 per cent.; had previously mentioned that he would allow five; in the first conversation he said he would see about it; it was at the next interview he had increased the offer to 7 per cent; received the requisition on the same or the next day, he was not positive which; he then filled it; carried his bills to the Navy Agent's office himself—two sets of them; saw the chief clerk, and asked him if he could pay them; he said not until they passed the bureau; told him he must have some money; the clerk then said he would see what he could do, and went down the back stairs and came up again; witness and he then had some figuring; he said he would pay one of them—the smallest one—deducting the entire commission; witness demurred somewhat, but finally said he would take that; he then went down stairs again, and brought up a piece of paper, which witness supposed to be a bank check; then went out, asking witness to wait a few minutes, and returned in a short time with ten thousand seven hundred and some odd dollars; witness then signed the vouchers which he had seen to-day; the voucher then had all the writing on it as at present, with the exception of the filling in, "October 16, 1863, $12,880 56."

Mr. Wilson called the attention of the Commissioner to the fact that the filling in was in a different handwriting.

Examination continued.—To the best of his knowledge it was between the 1st of October and the 16th; he carried the money immediately to the Market Bank and there deposited it, with the exception of less than $100, which he kept for incidental expenses; he saw the officer in the bank make an entry in his (witness') bank book; looked at the entry after it was made, and found that it was all right; the book shown was his bank book; he had deposited $10,700, which was part of the money paid him by the chief clerk of the Navy Agent; seven per cent. was deducted from the whole amount and the balance paid to him in Treasury notes; the two checks were here shown to witness. The one dated Oct, 15, 1863, he said, was paid to him by Mr. Blood, clerk of the Navy Agent; the other he had never seen until he saw it in court to-day; the difference had never been paid to him; he could not swear positively whether a book had been shown to him at that time in the office of the Navy Agent or not; they made the calculation on a slip of paper.

Cross-examined by Judge Pierrepont.—Did not know anything about the effect of acids upon inks; had never seen it tried; the requisition for the articles, the bill for which amounted to $17,000, was filled by him honestly and truly, according to that requisition, at a fair market price, and the articles were bought at a fair market price; this was true of the other, also; it was not a fraud; the arrangement with Brady was an honest one; was not familiar with the handwriting in the receipts, which had been filled up after he had seen them; did not see them filled up; the blanks were left just as they were always left; there was nothing strange or unusual in the mode of filling up; the amount was an honest and a just one; he did not defraud anybody; these things had to go through the hands of the Commandant, Chief Engineer and a number of others; they passed in the regular way, the dates corresponded and they were just and honest bills against the Government; there was not a cent in them that the Government should not pay; the only man who had not had all he ought to have was himself; he thought that no one could have made the contract with Brady so well as he, and he told Henderson so; he had no hostility or enmity to Henderson; did not think that he (Mr. Henderson) got him put in Fort Lafayette; had no desire to bring infamy upon him and his family, or to injure him except so far as should tend to relieve himself; witness was arrested about the 7th of March, by two soldiers and a man in citizen's clothes, and sent to Fort Lafayette; he never saw any order; saw a paper handed to Col. Burke; they kept him there three months, and brought him back to the City on the 14th of June, 1863, and put him in Ludlow-street jail; he was never told what he was arrested for; he did not then suppose that Henderson was at the bottom of it, and did not now; was born in the City of Washington, in the District of Columbia had known Edwin Grady about two years; had been once or twice at his house, in St. Felix-street, Brooklyn; had seen his wife; never talked with her about the matter; might have talked about it in her hearing; did not recollect of seeing a paper at Brady's house in which Mr. Henderson was concerned; was not familiar with Brady's handwriting, but had seen it; was not present when a writing was shown, before his wife, and when something was said to the effect that "If you undertake to do that, you will ring us all in;" Brady's wife lived there at the time, but there was some difficulty between them now, and she was not there; went to Fort Lafayette on the 7th March; was not starved there, but was kept in close confinement; did not suffer much mentally, but found the time long, and did all he could to get out; first saw Mr. Wilson at Fort Lafayette; did not know where he came from, whether from Washington City or not; witness' counsel (Hiram Ketchum) was with him, in whose presence he had an interview with him; after getting through with Mr. Ketchum, he told Mr. Wilson he would explain some things to him, and told him then about the hair bill for the first time; did not recollect of ever having explained it to any officer of the Government before; did not receive any promise about getting away at that time; saw Mr. Wilson next at Ludlow-street jail the second day he was there, about the third of June, when he repeated to him, as near as he recollected, the same story that he had told him at Lafayette; he next saw Mr. Wilson on the 22d of June, after he had been released on bail at half a million of dollars; suggested the amount himself, but supposed the Government would have let him off for less; did not think there was any reason for the proceeding against him; the bills were all correct; was in Judge Betts' room when he swore to the affidavit; did not know the handwriting in the affidavit; saw that different inks were used in it; the filling-in was done in his presence; the rest was not; had put his name to a statement in writing in relation to the Henderson matter, in Fort Lafayette, before he signed this, and left it in the hands of Mr. Wilson; it was not sworn to; that was the last he saw of it until he saw it in Mr. W.'s hands since; did not know what use had been made of it, but had been told by Mr. Wilson; knew Col. Olcott; saw him first after he came out of Fort Lafayette; never made any statements to him; did not know what use was to be made of his written statement, and was not a party to any; had heard Mr. Wilson speak of it; did not know that a man had taken that statement to Mr. Henderson, and told him that he (witness) would swear to its contents if he did not pay $20,000; did not make the statement with any such design; had no object in black-mailing Mr. Henderson at all, and had no idea that anybody else was going to try to do it; was never asked to swear to it, and would not if he had; they could never force him to swear to a paper of this kind while he was in prison; could not say that he knew Wesley Smith's handwriting; knew that he was a timber dealer; had talked with him on the subject of contracts; could not say positively whether he had met him in Maiden-lane in the latter part of January, 1863, and had a conversation with him about the Henderson controversy; had no doubt that he had talked with him about it; did not know whether he (witness) had told him that he had been in the habit under former Navy Agents of obtaining open purchase orders—orders to buy articles where there was no contracts; knew that Henderson had refused to give such orders; did not recollect telling Smith that he had determined, if possible, to get Henderson removed and have a friend appointed in his place who would give him purchase orders; he might have said to Smith that it would be to his interest to have Henderson removed; had never said that they should make affidavits charging Henderson with corruption; did not recollect that Smith said he would not, and that it was an infamous proposition, and that he would not join in any such scheme, saying that if he (witness) did, he would fail; never told Smith he had abandoned the idea of getting Henderson removed; never made a proposition to Smith to join with him in an affidavit; Henderson did not give him the money, but the chief clerk; received the entire amount of the second check; the small bill was paid first; the whole commission was taken out of the first bill; in the ordinary course of business, expected the bills to be paid in a week or ten days, but wrote on to Washington, and had the bills pushed through quickly; the gentleman who managed it for him received a commission; he had since been removed from office; the $10,700 deposited by him on the 9th was the same as given to him by Blood; whether he had put the amount opposite the word "bills" printed on the ticket, he could not remember; did not go at that time with Mr. Blood to the Metropolitan Bank; had received money from Blood before at the Bank; Henderson had never advanced him money on bills before they came in; he had paid those bills before he got the money; He had paid other bills, when there was a commission to be paid. There was generally a memorandum made by the parties of these advances and commissions. At the time of getting the money, Mr. Blood brought out a little book, saying that witness owed the Navy Agent $1,990; there was nothing said then about $10 interest. Blood did not go with him to the bank and pay him the amount of the small bill, less the money owed by him for advances and interest. He furnished the iron and other articles for the *J. P. Smith*. Witness was shown some papers; knew nothing about them. [Judge Pierrepont here read a long list of alleged false entries in regard to the supplies of said vessel, of which witness said he knew nothing; he had only charged for what he furnished; he employed an agent to attend to that business; he had nothing to do with it, and what the agent did witness did not know; the agent's name was Charles L. Schofield; knew nothing of large deficits in supplies furnished to the Navy-yard; he got the contracts and transferred them immediately to Schofield; he might have spoken to Mr. Brady about a party to take Mr. Henderson's place, and to Mr. Isaac Noah.

After a recess of ten minutes, Mr. Savage not appearing,

Edward H. Lord, book-keeper in the Metropolitan Bank, was called, and produced the book containing Mr. Henderson's account. On the 9th of October the sum of $10,679 25 was drawn out by Mr. Henderson; he was credited on the 6th of October with $12,880. (Entries offered and admitted in evidence.)

Cross Examined—Witness gave the different checks drawn by Mr. Henderson between the 5th and 16th of October.

By consent of both parties, Admiral Paulding was here examined for the defence.

He testified that he was in command of the Brooklyn Navy-yard in November; he knew of no honest mode in which these bills could be taken from the Navy-yard to the Navy Agent by the contractor; it was against the rules of the yard; they were registered and sent over by the officers of the yard, and sent under seal to the Navy Agent; this rule had been enforced at the request of Mr. Henderson; he had known the accused since the breaking out of the rebellion, and his character had always been esteemed fair and unimpeached.

The examination was here adjourned until 10 A. M., to-morrow.

MONETARY AFFAIRS.

Sales at the Stock Exchange—JULY 5, 1864.

$50,000	U. S. 6s, 5-20s, C.	105⅛	400	N. Y. Central	134⅝
50,000	do	105⅜	100	do	134⅝
25,000	U. S. 6s, 5-20s R.	104	200	Erie Railway	115
5,000	Treas. N. 7 3-10 Oct&Apl sm'll	104	400	do	115¼
25,000	U. S. 6s, 1-yr. C.	96	700	do	115⅛
2,000	do	96½	25	do	116
1,000	do	96½	100	do b15	115¾
2,000	North C. St. 6s	59	100	do b10	115⅜
3,000	Mo. State 6s	68½	100	do	115½
11,000	do	69	100	do c	115¼
2,000	Va. State 6s	52	100	Erie R. Pref	113
2,000	Conn. St. 6s	106	50	Al. T. H. Pref	75½
25,000	Ohio & Miss. C	52½	100	Minn. Min. Co	43
10,000	do b10	52¾	100	do	42½
2,000	N. Y. Cen. 6s	114½	1000	Hud. Riv. R	136
5,000	Erie 3d M. B	125	100	do b10	137
7,000	Mich. So. 2d M	104	300	Reading R	138⅝
4,000	Alton & T.H. 2d M. Pref	93	300	do	138⅞
			200	do	139
			800	do	139¼
3,000	C. & N.W. 1st M.	103	300	do	139⅜
6,000	To. & W. 1st M. ex	105	100	Mich. Cen. R	138⅛
3,000	At. & G. W. 1st M Ohio Div	100	100	do	138
			1200	M. S. & N. I. R	94
2,000	Mil. & St. P. 1st M	114	500	do	94¼
2,000	P., Ft. W. & C. 3d	98½	200	do	94½
500	Cl. & Pitts. 4th M ex-div	88	600	Ill. Cen. Scrip	131
			200	do b10	131⅛
25	Mechanics' Bk x-d	110	400	do	131¼
100	Bank of Amer. x-d	133	100	do b15	131¾
27	Metropolitan Bk	115	200	Clev. & Pitts. R	112¼
100	Cen. Coal Co	70	6	Cle., Col. & Cin. R	159
300	Cum. Coal Pref	67⅞	200	Chic. & N. W	52
100	do b10	67¾	200	Chi. & N.W. Pref	88⅜
400	do	67⅛	100	do c	88¼
100	Mariposa M. Co	50½	600	Chic. & R. I. R	113
100	do	50⅜	350	Mil. & P. DuC	68⅛
200	do b20	52	200	do b10	69

SECOND BOARD.

$28,000	U.S. 6s, 5-20s, R.	104¼	50	Erie Railway Pr	113¾
10,000	U. S. 6s, 1-yr. C	96	100	Hud. River R	135⅛
5,000	Treas. N., 7 3-10 Feb. & Aug	104⅜	100	do	135¼
			200	do	135
10,000	U.S. 6s, 5-20s..C.	105	100	Cleve. & Pitts	112⅜
35,000	O. & Miss. C	52⅛	400	do	112½
300	Canton Co	39	200	Reading R	139⅜
100	do b10	39½	200	do	139¼
100	do	39½	1400	do	140
100	Quicks. M. Co	76⅛	600	Ill. C. R. Scrip	132
100	do	76⅛	400	Chi. & N. W. R	52½
100	Cumb. Coal Pref	68	100	Chi. & N.W. Pf	89
100	do b10	68⅛	200	Chi. & R. I. R	113¾
100	do b10	68⅛	200	Cle. & Tol. R	140⅛
150	N. Y. Cen. R	134⅜	200	Chi. & Alton R	90
300	Erie Railway	115¾			

OPEN BOARD—1½ P. M.

100	N. Y. Cen. R	134⅝	100	Reading R b3	140
100	do s3	134⅜	100	do	140
200	do	134⅜	200	do	139⅞
300	Erie Railway	115¼	500	do s60	139
300	do c	115⅛	100	do c	139⅞
200	do c	115	1100	do b3	139⅞
1300	do b3	115⅜	100	M. S. & N. I. R c	93⅞
100	do b3	115⅜	100	do b3	94¼
100	do btw	115⅝	100	Ill. Cen. R	131⅛
100	do	115⅛	100	do c	131½
100	Hud. Riv. R	135⅛	200	do c	131⅜
100	Chi. & N.W. Pref	88⅛	200	Cleve. & Pitts	112¼
300	Quicksilv. Min	76	300	Cleve. & Tol. R	140⅛
100	do c	76	100	Chi. & R. Isl. R	113⅛
100	Mar. Min. Co	50⅛			

OPEN BOARD—3½ P. M.

100	N. Y. Cen. R	134⅝	100	Ill. Cen. R	132⅛
100	do	135	500	do	132⅛
100	Erie Railway	115⅝	100	do b3	132⅜
100	do s3	115⅝	200	do	132⅜
100	do b10	116⅛	500	do b3	133
200	Reading R	140	10,000	Ohio & Miss. C.	52⅛
200	do	139⅞	100	Cum. Coal Co	68
300	Cleve. & Pitts	113	50	do	68⅛
200	do	113¼	100	do b3	68

TUESDAY, July 5—P. M.

The Weekly Averages of the old Banks of the City of New-York on Saturday, July 2, 1864, present in the aggregate the following changes from the previous exhibit of June 25:

Increase in Loans	$1,012,014
Decrease in Specie	794,312
Decrease in Circulation	54,278
Decrease in Undrawn Deposits	3,783,138

Including the Clearing-house operations of the week, which show the inter-exchanges between the Banks, and including also the Sub-Treasury balance at the close of the week, the following is the general comparison with the previous exhibit, and also with the movement this time last season:

	July 4, 1863.	July 2, 1864.	June 25, 1864.
Capital	$69,128,000	$69,927,725	$69,927,725
Loans	174,337,364	198,089,016	197,077,002
Specie	38,302,826	21,206,685	22,000,898
Circulation	5,998,974	4,752,917	4,807,195
Gross Deposits	212,199,939	230,420,432	232,589,725
Exchanges	53,557,154	75,430,588	73,806,743
Undrawn	158,642,625	154,989,844	158,772,982
In Sub-Treasury	24,731,505	16,549,823	28,026,654

On the Bank Statement there is another considerable falling off on the line of Deposits, not unexpected after the active demand for Money through the past week to pay for the recent 1881 Loan and for transmission to the interior. The Loans at Bank have been increased notwithstanding the drafts made for Currency, and now stand about two and a half millions higher than a fortnight ago, while the Deposits are fourteen and a half millions less. The Specie average at Bank is about eight hundred thousand dollars less than last Monday.

There is some slight abatement to-day in the pressure for Money, but no decided evidences of returning ease, the rates with the Brokers being 7 ℘ cent. and liberal commissions to carry Stocks. There is apparently a better confidence on the Stock Exchange than at the close of last week, and the same feeling extends to outside financial people, owing to the acceptance by Mr. FESSENDEN of the Treasury Office, and the passage of the extra-tax bill by Congress.

The mails from the Continent of Europe by this morning's steamers brought forward renewed orders for the United States 5-20 Bonds, and this demand carried up the price to 105⅛@105¼ ℘ cent., the purchases for Europe being quite heavy, both at the Stock Board and on the Street. There was also a further rise of 1 ℘ cent. in Treasury Certificates of Indebtedness. In the afternoon the 5-20s fell off a fraction.

Some doubt was thrown over the approval of the Gold Repeal Bill by the President, early in the day, which caused the Gold Room to move with caution. There was really no substantial ground to doubt the action of the President, and at a later hour his approval of the bill was made sure by several dispatches from Washington. The price of Gold advanced to-day, and at 3 o'clock stood 245@246 ℘ cent.

The Railway list at the Stock Exchange was moderately active at the early Board at better prices than on Saturday, and manifested rather increased firmness at the Second Board. The disposition among the *Bulls* to speculate for a vigorous Summer rise is, to all appearances, kept down mainly by the close condition of the Money market. The short sellers (or *Bears*,) against the rise enjoy the present advantage of borrowing Stocks for delivery on a liberal allowance of interest.

At 4 o'clock the following prices were made, as compared with Friday afternoon before the Holidays. The market was generally steady, and Erie Shares higher than at the Second Board; Hudson River depressed; a demand for Illinois Central:

	Frid.	Tues.		Frid.	Tues.
U. S. 6s, 1861	104	104¼	Mich. Central	138	138⅜
U. S. 5-20's ex. c.	103	105	Mich. Southern	94	95¼
N. Y. Central	134⅛	134⅛	Illinois Cen	131¼	132⅞
Erie	115	115⅜	Pittsburgh	111⅜	113⅛
Erie Preferred	112	113⅛	Fort Wayne	112	114
Hudson	137½	135⅜	Rock Island	112	114
Canton	38	38⅛	Reading	138⅛	140
Treas. Cer., new	94	94⅛	Quicksilver	75⅛	77
Toledo	136⅛	140	Cum'land Coal	66	68
Northwest	51⅜	52⅛	Mariposa	49	50⅛
Ohio & M. Certfs	51⅜	52⅛	N. West Pref	87⅜	88⅛

The following bids were made to-day for the City Bank Shares:

America	138	Metropolitan	114½
Ocean	97	Continental	101
American Exchange	118	Park	136

And the following for the Railway Mortgages:

N. Y. Cen. 6s	114½	Chi. & N. W. 1sts	103
Erie 2ds, '79	125	Del., L. & W. 1sts	116
Erie 3ds, '83	123	Del., L. & W. 2ds	119
Erie 4ths, '80	118	Tol. & Wab. 1sts	105
Erie 5ths, '88	120	Tol. & Wab. Ext	105
Buff. N. Y. & E., '77	118	Tol. & Wab. 2ds	86
Hud. R. 1sts, '69	115	Clev. & Tol. S. F	113
Harlem 1sts, '69 & '73	112	Pitts. Ft. W. & C. 1st	118
Harlem 2ds, '64	101½	Pitts. Ft. W. & C. 2ds	101½
Mich. C. new 1sts	130	Pitts., Ft. W. & C. 3ds	98¼
Mich. S. seconds	104	Clev. & Pitts. 3ds	98
Mich. S. & N. Ind. S.F.	116	Clev. & Pitts. 4ths	91
Ill. Central, 7s	122	Miss. & Mo. L. G.	60
Al. & T. H. 2ds, Pref	93	Chi. & Alt. 1sts	112
Al. & T. H. 2ds, Income	84	Atlantic & G. W.	99¾
Chi. & N. W., S. F	112		

A special meeting of the Shareholders in the Ashburton Coal is called for Wednesday (to-morrow) at 3 o'clock, at the office of the Company, No. 39 William-street.

The following is the statement of the day's business at the office of the Assistant Treasurer of the United States: Total receipts, $4,507,862 98, including for Customs $79,300 40; payments, $1,808,147 37; Awards 6 ℘ cent. Bonds of 1881, $10,535 50; balance, $19,249,539 54.

The Ætna Insurance Company of Hartford have declared a quarterly dividend of 5 ℘ cent., payable on demand.

The week's exports of Domestic Produce and Miscellaneous Goods, have been to the value of $5,224,707 against $3,414,929, the corresponding week of last year.

The Importers' and Traders' Fire Insurance Company's semi-annual dividend is five per cent., free of Government tax.

The Trustees of the Irving Savings Institution have directed that interest at the rate of six (6) ℘ cent. ℘ annum be paid to all depositors entitled thereto, on and after Monday, July 18.

The Directors of the Harmony Fire and Marine Insurance Company have declared a semi-annual dividend of five ℘ cent., payable on demand, free of income tax.

BANKING AND FINANCIAL.

☞ SPECIAL NOTICE.

TREASURY DEPARTMENT, July 2, 1864.

The notice for proposals for Loan, dated June 25, 1864, for Thirty-three Millions of Dollars, being the amount of unaccepted offers under the notice dated 6th June, is hereby withdrawn. All proposals at the Department will be immediately returned to the offerers, with the proper order, upon which the two (2) per cent. deposit will be refunded.

GEORGE HARRINGTON,
Acting Secretary Treasury.

GENERAL MARKETS.

NEW-YORK, Tuesday, July 2—6 P. M.

The reported receipts of the different kinds of Produce since our last have been: 242 bbls. Ashes, 24,776 bbls. Flour, 611 bbls. Corn Meal, 151,463 bushels Wheat, 45,139 bushels Corn, 77,360 bushels Oats, 2,522 packages Provisions, and 3,215 bbls. Whisky.

ASHES—Sales 25 bbls. at $12 50 for Pots, and $14 62½@$14 75 for Pearls, ℘ 100 lbs.

COFFEE—Continues inactive, yet quoted steady. Java at 50c.; Laguayra and Maracaibo at 43c.@45c.; Rio 43c.@46c.; St. Domingo at 38c.@40c. ℘ lb. Stock of all kinds, 220,862 bags.

COTTON—Has been in moderate request at buoyant prices. Middlings, $1 53@$1 55 ℘ lb.

FLOUR AND MEAL—State and Western Flour has been in more demand, to-day, chiefly for future delivery at an advance of 10c.@15c. ℘ bbl. Sales since our last amount to 25,800 bbls., including Superior State and Western, at $9 90@$9 85; poor to choice Extra State at $10 50@$11 25; including 17,500 bbls. to arrive in July and August, at from $11@$12, chiefly at $11 25@$11 50; round hoop Extra Ohio, interior to good shipping brands, at $11@$11 60 ℘ bbl.

Superfine State and Western	$9 85@$10 30
Extra State	10 50@ 11 25
Extra Illinois, Indiana, Michigan, &c.	10 65@ 12 75
Extra Ohio round hoop shipping brands	11 00@ 11 60
Extra Ohio, trade and family brands	11 65@ 13 00
Extra Genessee	11 30@ 13 00
Poor to choice Extra Missouri	12 50@ 15 00

Southern Flour is doing better. Sales since our last 2,300 bbls., at $11@$11 75 for poor to good, and $11 75@$13 50 for fancy to choice brands, ℘ bbl. Canadian Flour is improving; sales 1,200 bbls. Extra, at $10 65@$12 ℘ bbl. Rye Flour is in less demand at $7 75@$8 50 ℘ bbl.; sales 80 bbls. Corn Meal is in fair request, closing at $7 75@$8 for Jersey, and $8 25@$8 33 for Caloric, Atlantic and Brandywine, ℘ bbl.; total sales 450 bbls.

GRAIN—Wheat has been in more request for shipment and on speculation, at an advance of 3c.@5c. ℘ bushel. Sales have been made since our last of 174,000 bushels, part to arrive, including Amber Western at $2 40@$2 50; Red Western at $2 35@$2 43; Amber Iowa, Wisconsin and Green Bay at $2 30@$2 35; Milwaukee Club at $2 25@$2 30; Chicago Spring at $2 23@$2 28 ℘ bushel. Corn is in demand, but at reduced prices; sales since our last 80,000 bushels, at $1 52@$1 53½ for new Mixed Western, and $1 44½@$1 50 for unsound do., ℘ bushel. Rye continues scarce and quiet at $1 85@$1 90 ℘ bushel. Oats have been in limited demand at drooping prices; we quote Canada at 96c.@97c.; Western at 97c.@98½c.; State at 96c.@98c. cash afloat, ℘ bushel. Barley and Barley Malt continue inactive and nominal.

HAY—North River has been in fair demand, partly for Government use, at $1 10@$1 40 ℘ 100 lbs.

HOPS—Continue in moderate request, at 15c.@20c. for poor to prime, and 28c.@30c. for very choice, ℘ lb.

NAVAL STORES—Have been in more demand and held higher, including Spirits Turpentine at $3 50@$3 75 ℘ gallon; Tar at $18@$21 ℘ bbl.; Resin, at $45@$60 ℘ 280 lbs.

OILS—Have been in fair request, at our quotations. Crude Whale at $1 32@$1 33; Crude Sperm at $2 05@$2 10; Bleached Winter Whale at $1 40@$1 45; Unbleached Sperm at $2 15@$2 20; Linseed at $1 68@$1 70; No. 1 Lard at $1 45@$1 50; Crude Petroleum at $49c.@51c.; Refined Petroleum at $1@$1 02, free, and 86c.@92c. in bond, ℘ gallon.

PROVISIONS—Pork has been more active, closing with increased firmness. The demand has been chiefly speculative. Sales since our last, 11,850 bbls., in lots, at $44 25@$44 50 for New Mess, $48 for July and $50 for August delivery, $39@$41 for Old Mess, and $35@$36 for Prime, ℘ bbl. Cut Meats continue in moderate demand, at 17¼c.@18½c. for Hams, 15c.@15½c. for Shoulders, ℘ lb.; sales 200 pkgs. Bacon rules quiet and nominal. Lard is doing better; sales since our last, 2,200 tcs. and bbls., for immediate and future delivery, at 18½c.@20c., and for July delivery at 20½c. ℘ lb. Beef is in demand at buoyant prices; sales 450 bbls., at $28@$30 for Mess, $20@$25 for Plain Mess, $15@$17 50 for Country Mess, ℘ bbl.; Plain Mess, $35@$36 50; India Mess, $42 50@$45 ℘ tc. Beef Hams, $30 ℘ bbl. Butter is in fair demand at 33c.@41c. for poor to prime, and 42c.@44c. for very choice State; 28c.@37c. for common to choice Western, ℘ lb. Cheese continues in moderate request at 10c.@21c. ℘ lb.

SUGARS—Are in moderate request at buoyant rates. Sales, since our last, 685 hhds., including Porto Rico, at 21c.@21½c., and Cuba equal to 20½c.@21½c. Refined Sugars are in demand, at 22½c.@30c. ℘ lb.

TALLOW—Sales, since our last, 240,000 lbs., at 17¼c.@17½c., chiefly at 17½c., ℘ lb.

TOBACCO—Owing to the holiday there was less doing, but prices continue firm and high. Sales 213 hhds. Kentucky at 15c.@38c.; 160 cases Seed Leaf at 21c.

WHISKY—Sales have been reported, since our last, of 2,300 bbls., in lots, at $1 68@$1 75 ℘ gallon, the market closing irregularly.

FREIGHTS—Have been inactive to-day. For Liverpool the engagements included 53,000 bushels Wheat at 3½d.@4¼d.; 10 tons Sperm Oil at 21s. 6d.; also, by steamer, 600 bales Cotton at ¼d.; 100 boxes Bacon at 25s., and 6,500 boxes Cheese at 40s. For London, 506 bbls. Flour at 1s. 6d. For a British port, an American ship, from an East India Rice port, with Rice at 80s. ℘ ton.

Movements of European Steamers.

FROM AMERICA.

Washington	July 6	New-York	Havre.
Africa	July 6	Boston	Liverpool.
Sidon	July 6	New-York	Liverpool.
New-York	July 9	New-York	Liverpool.
City of London	July 9	New-York	Liverpool.
Bavaria	July 9	New-York	Southa'pton.
Arabia	July 13	New-York	Liverpool.
City of Baltimore	July 14	New-York	Liverpool.
New-York	July 16	New-York	Southa'pton.
Louisiana	July 16	New-York	Liverpool.
Asia	July 20	Boston	Liverpool.
Hecla	July 20	New-York	Liverpool.
Germania	July 23	New-York	Southa'pton.
Australasian	July 27	New-York	Liverpool
Europa	Aug. 3	Boston	Liverpool.
Borussia	Aug. 6	New-York	Southa'pton.

FROM EUROPE.

Louisana	June 21	Liverpool	New-York.
City of Baltimore	June 22	Liverpool	New-York.
America	June 22	Southampton	New-York.
Asia	June 25	Liverpool	Boston.
Germania	June 28	Southampton	New-York.
Australasian	July 2	Liverpool	New-York.
New-York	July 6	Southampton	New-York.
Europa	July 9	Liverpool	Boston.
Scotia	July 16	Liverpool	New-York.
Bremen	July 20	Southampton	New-York.
Hansa	Aug. 3	Southampton	New-York.

Departure of Domestic Mails.

East Mails close at	5 A. M., 1:30 and 6:15 P. M.
Erie Mail	5 A. M. and 4:45 P. M.
Erie Mail, Way	5 A. M. and 3 P. M.
Long Island	5 A. M. and 2:15 P. M.
Newport and Fall River	4:00 P. M.
New-York Central Railroad	4 P. M.
North Mails	5 A. M. and 4:15 P. M.
North Mail, Way	5:00 A. M. & 3 P. M.
South Mail at	5 A. M., 4:30, 5 and 10:30 P. M.

Mails for California, Oregon, Washington Territory and the Sandwich Islands, will be made up daily (Sundays excepted,) closing at 5:30 A. M. and 3:30 P. M.

SUNDAY MAILS—On Sunday all Mails close at 1:30 P. M.

SITUATIONS WANTED.

FEMALES.

WANTED—A SITUATION AS SEAMSTRESS and take care of children or to do chamberwork, by a very neat and genteel girl; is of most pleasant disposition; can operate on Wheeler & Wilson's machine; is a trusty and responsible girl with excellent references. Apply at CHRISTOPHER'S, 10 Tillary-st., Brooklyn.

WANTED—A SITUATION AS COOK AND LAUNDRESS in a gentleman's family by a most experienced and trustworthy girl; has lived many years in Brooklyn families, to whom she refers; is a most valuable servant. Apply at CHRISTOPHER'S, No. 10 Tillary-st., Brooklyn.

WANTED—BY A YOUNG WOMAN WITH CITY reference, a situation as chambermaid; can do plain sewing and fancy needlework; has no objection to go a short distance in the country. Can be seen at No. 113 West 31st-st., near 7th-av.

WANTED—BY A PROTESTANT YOUNG WOMAN, a situation as nurse and seamstress, or chambermaid and seamstress, in a first-class family. Unexceptionable reference given. Can be seen until engaged at No. 94 West 20th-st.

WANTED—A SITUATION BY A RESPECTABLE young girl, as chambermaid and waitress, or as chambermaid and nurse; three years' City reference from her last place. Call at No. 4 West 27th-st., between Broadway and 5th-av.

WANTED—BY A PROTESTANT NURSE, THOROUGHLY experienced in the care of children, a situation; is perfectly qualified to take the entire charge of an infant; is a good servant; superior City reference. Call at No. 80 West 17th-st.

WANTED—A SITUATION TO COOK, WASH and iron, or do the housework of a small family, by a woman with a child three years old; wages no object, but a home wanted; good reference. Call at No. 411 2d-av., second floor.

WANTED—BY A RESPECTABLE GIRL, A SITUATION in a private family; is a good cook and excellent washer and ironer, and a good baker; has the best of City reference. Can be seen at No. 109 West 25th-st., between 6th and 7th avs., 3d floor, back room.

WANTED—A SITUATION BY A YOUNG GIRL to cook, wash and iron, or to do chamberwork and waiting, or chamberwork and fine washing; the best of City reference given. Call, for 2 days, at No. 196 East 13th-st., third floor, back room.

WANTED—A SITUATION AS FIRST-CLASS cook; understands all kinds of cooking; is a good baker, and will assist in the washing; City reference. Call for two days at No. 10 Union-court, University-place, near 12th-st.

WANTED—A SITUATION AS WAITRESS, CHAMBERMAID and waitress, or nurse and seamstress, by a Protestant young woman, well recommended; no objection to the country. Apply at No. 7 11th-st., near Broadway.

WANTED—A LADY WISHES TO FIND A SITUATION in a gentleman's family for a housemaid; in the country for the Summer preferred. Also, for an in-door man servant; both Protestants. Apply at No. 45 West 17th-st., on Wednesday and Thursday.

WANTED—A SITUATION BY A YOUNG WOMAN as seamstress and dressmaker, or would do chamberwork and waiting; would go to the country; good reference. Apply at No. 411 2d-av., between 23d and 24th sts.

WANTED—A SITUATION BY A SMART, CAPABLE girl, to do cooking or general housework; is neat, trusty and obliging, and an excellent washer and ironer, willing and respectful; best references given. Apply at No. 121 Atlantic-st., Brooklyn; city or country.

WANTED—A WHEELER & WILSON OPERATOR wants a place in a private family, to work by the day; can cut, baste, buttonhole, make boys' clothes, ladies' under-clothes. Send note, for English Seamstress, No. 282 Mulberry-st.

WANTED—BY A RESPECTABLE YOUNG WOMAN, a situation as nurse and seamstress; is competent of taking charge of a baby from its birth, or would travel with a lady; has the best of City references. Can be seen for two days at No. 183 West 27th-st.

WANTED—A HOUSEKEEPER'S SITUATION BY a highly respectable lady from the country; willing to work, and understands all branches of housekeeping; will do her best; highest references given. Address A. A., Box No. 192 *Times* Office, for two days.

WANTED—SITUATIONS, BY TWO RESPECTABLE Protestant girls—one as chambermaid and laundress; the other as cook; the country preferred; good recommendations. Call at No. 412 4th-av., between 30th and 31st sts.

WANTED—A SITUATION BY A RESPECTABLE young girl, to do washing, ironing and cooking or laundress; no objection to go in the country for the Summer; best of City reference. Can be seen at No. 370 7th-av. for two days.

WANTED—BY A RESPECTABLE GIRL, A SITUATION in a private family, as first-rate cook, and is willing to assist in the plain part of washing, if required; can give the best of City reference. Can be seen at No. 192 7th-av.

WANTED—BY A RESPECTABLE GIRL, A SITUATION to wait on a lady, or take the charge of one child; is also a good seamstress; would like to travel for the Summer; good references given. Apply at No. 92 West 19th-st.

WANTED—BY A YOUNG LADY, A SITUATION as seamstress where there is a Wheeler & Wilson Sewing Machine. Can be seen for two days at No. 30 West 25th-st.

WANTED—BY TWO RESPECTABLE GIRLS, situations, one as first-class cook and the other as first-class waitress; the best of City reference given. Inquire, for two days, at No. 145 East 32d-st.

WANTED—A LADY WISHES TO PROCURE for an excellent woman a situation as chambermaid and waitress; she has recommendations of several years. Can be seen at her present employer's No. 22 West 22d-st.

WANTED—BY AN OPERATOR ON WHEELER & Wilson's machine, a situation to sew by the week or month; understands all kinds of family sewing by hand or machine. Address SEAMSTRESS, No. 91 Henry-st.

WANTED—BY A PROTESTANT GIRL, A SITUATION as waitress and chambermaid, in City or country; best of references given. Apply at No. 259 6th-av., in the grocery-store.

SITUATIONS WANTED.

FEMALES.

WANTED—BY A RESPECTABLE GIRL, A SITUATION in a respectable private family as waitress or chambermaid; has no objection to go in the country. Call at No. 322 5th-av.

WANTED—BY TWO COMPETENT GIRLS, WITH the best City reference, situations in one family, one as cook and laundress, the other as chambermaid and waitress; wages $9 and $7. Call at No. 132 East 21st-st.

WANTED.—A GOOD SEAMSTRESS AND MAchine operator wishes a few more families as customers, by the day or week; good references given. Address SEAMSTRESS, No. 56 Prince-st.

WANTED—A SITUATION BY AN ENGLISH Protestant; is a first-class cook; understands her business in all its branches; a good bread and biscuit maker; country preferred. Call at No. 119 West 34th-st.

WANTED—BY A RESPECTABLE GIRL, A SITUation as first-rate seamstress; understands all kind of family sewing, and is willing to go in the country. Can be seen at 93d-st., near 6th-av.

WANTED—BY A PROTESTANT YOUNG WOMAN, a situation as laundress; no objections to the country. Can be seen at No. 89 West 18th-st.

ALL EMPLOYERS WANTING COMPETENT servants for the City or country, and all good servants wanting good situations, English, Irish, Germans, Scotch, American, &c., can be suited at RAYMOND'S, No. 61 Bleecker-st. Removed from No. 149 Grand-st.

ALL WHO WANT COMPETENT COOKS, chambermaids, waitresses, laundresses, seamstresses, nurses, houseworkers, girls lately landed, &c., are immediately suited at the large Employment House, corner 6th-av. and 11th-st.; also male help.

FAMILIES, SUMMERHOUSES, HOTELS and farmers supplied at the shortest notice with reliable Protestant and Catholic male and female help, at Mrs. WHITFIELD'S, (formerly of the Church Home,) No. 397 4th-av., between 28th and 29th sts.

CITY AND COUNTRY LADIES WHO wish to economize by employing good, faithful women and girls at moderate wages, can be nicely suited at E. CARROLL'S Agency, No. 69 6th-av.

MALES.

BUSINESS.—A GENTLEMAN WHO IS ONLY partially occupied, but has a suite of good offices near Wall-st., is desirous of making some business arrangements that will employ a few hours in the day. Any large first-class establishment, out of town or in the City, manufacturing or commercial, who can pay a liberal price for the services of a man of 25 years' experience, of great energy and undoubted character, will address BUSINESS, Box No. 2,134 Post-office.

WANTED—A COACHMAN'S SITUATION, BY A man who thoroughly understands his business; has lived the past fifteen years with the most respectable families in this City and Brooklyn; has the best of reference. Address J. H., Box No. 207 *Times* Office, for two days.

WANTED—A COACHMAN'S SITUATION, BY A single man who thoroughly understands his business; is a thorough horseman; will produce the best City references as to character and capability. Address J. N. B., Box No. 201 *Times* Office, for two days.

WANTED—A SITUATION BY A PROTESTANT single man as coachman; he fully understands it in every respect, as his reference will show, and knows the City well, having many years' experience. The very best reference given. Address C., Box 205 *Times* Office.

WANTED—SITUATIONS BY A MAN AND wife, Protestants, in the country; the man as plain gardener, &c., the woman as first-rate cook, &c.; good reference. Address X. Y. Z., Box No. 207 *Times* Office, for a few days.

WANTED—A SITUATION AS GARDENER AND coachman, by a married man, Protestant; understands proper care of horses and cows; is a first-rate vegetable gardener; has good reference. Address R. PORTER, Box No. 217 *Times* Office, for two days.

WANTED—A SITUATION BY A PROTESTANT single man as coachman; he fully understands it in every respect, as his reference will show, and knows the City well, having many years' experience; the very best reference given. Address C., Box 265 *Times* Office.

WANTED—A SITUATION BY A RESPECTABLE Englishman as coachman; understands his business thoroughly in all its branches, and has the best of references; has no incumbrances; has no objection to the country. Apply at BEDELL'S, No. 311 4th-av.

WANTED—A SITUATION, BY A YOUNG MAN with the best of references; can assist the gardener. Apply at the German Servants' Institute, No. 5 Clinton Hall, Astor-place.

WANTED—A SITUATION AS COACHMAN AND groom, by a single man; he is a good driver and understands the care of horses; good reference. Address J. C., Box No. 192 *Times* Office.

WANTED—A SITUATION, BY A COMPETENT waiter, a single man, in a private family; can be highly recommended. Can be seen for two days at Mr. WATSON'S, East 18th-st., near Broadway.

WANTED—BY A PROTESTANT SINGLE MAN a situation as coachman and gardener; good reference; country preferred. Can be seen at the Protestant Office, No. 125 4th-av., near 12th-st.

WANTED—A SITUATION AS WAITER IN A private family, by a competent man having the best of City reference. Address C. B., at Mr. Rogers' bookstore, 12th-st., one door west of Broadway.

WANTED—A SITUATION, BY A GERMAN PROTestant man, who is a good coachman and groom; a careful driver; no objection to work in the garden; will be generally useful. Apply at No. 378 6th-av.

WANTED—A SITUATION AS WAITER BY AN Englishman, who understands his business thoroughly; will go in the country, at moderate wages. Apply at BOOKHAM'S, No. 329 4th-av., near 25th-st.

WANTED—A SITUATION AS COACHMAN AND groom, by a young man who understands his business; has the best of reference; no objection to town or country. Address J. C., Box No. 204 *Times* Office.

HELP WANTED.

TO BUILDERS.—WANTED, BY A MARBLE Quarry Company, a man of experience to take orders and make sales for all kinds of American building marble. A competent person can make a very liberal arrangement. Address, with reference, MARBLE CO., Box No. 3,864 Post-office.

WANTED—A HEALTHY YOUNG WOMAN AS wet nurse for a child eight days old; must have a full breast of milk, and be well recommended. Inquire at No. 20 East 36th-st., near Madison-av., between 1 and 3 o'clock.

WANTED—A GOOD COOK, WASHER AND ironer, for a small family; must be well recommended; German preferred. Apply at No. 75 East 40th-st., near Lexington-av., from 9 to 12.

WANTED—A MAN AS COACHMAN AND GARdener. Apply at No. 33 Spruce-st.

MISCELLANEOUS.

MARBLE MANTELS.

The best place in the City to purchase cheap and well finished mantels is at

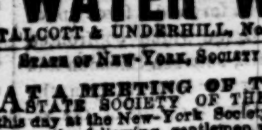
MARTIN OLSEN'S
MANTEL MANUFACTORY,
No. 326 Navy-st., and No. 66 Flatbush-av., Brooklyn on Island, N.Y.

CORNELL & WATSON,
NO. 129 WOOSTER-ST.,
Manufacture every description of

IRON WORK

FOR BUILDING PURPOSES,
IRON RAILINGS, BALCONIES, VERANDAHS, SHUTTERS, DOORS, BANK VAULTS, SKYLIGHTS, FLOOR LIGHTS, SASHES, WINDOW GUARDS, &c.

DE COMEAU & STERLING,
No. 30 Broadway, New-York,
IMPORTERS AND DEALERS IN
SALTED SHEEP SKINS—Splits, Fleshes and Roans.
SHELLAC—English, Native and Garnet.
VERDIGRIS—Extra Dry Narbonne.
HATTERS' LEATHER.
BOOKBINDERS' LEATHER.
BOOT AND SHOE LININGS.
HOOP SKIRT LEATHER.
DYE STUFFS, &c., &c.



WEDDING CARDS.
French Note Papers, Seals and Presses, Silver Plated, etc., at
J. Everdell's, 302 Broadway, cor. Duane St.
For Specimens by mail, send 25 cents.

REYNOLDS TURBINE
WATER WHEELS
TALCOTT & UNDERHILL, No. 170 Broadway, N. Y.

STATE OF NEW-YORK, SOCIETY OF THE CINCINNATI, July 4, 1864.

AT A MEETING OF THE NEW-YORK STATE SOCIETY OF THE CINCINNATI, held this day at the New-York Society Library, University-place, the following gentlemen were elected officers of the society for the ensuing year:

President—Hon. HAMILTON FISH.
Vice-President—WM. S. POPHAM.
Secretary—MARINUS WILLETT.
Treasurer—HENRY H. WARD.
Assistant Treasurer—JOHN TORREY.
Chaplain—Rev. MANCIUS S. HUTTON, D. D.
Physician—ALEXANDER CLINTON, M. D.

Standing Committee:

Abraham A. Leggett,	Earl Douglas.
Pierre Van Cortlandt,	Wickham Hoffman,
William Stuart,	Frederick Frye,
Dr. S. C. Ellis,	Wm. Irving Graham.

Delegates to the General Society:

Richard V. De Witt,	Henry H. Ward,
William S. Popham.	

MEDICAL PURVEYOR'S OFFICE, NEW-YORK, June 28, 1864.

INVENTORS AND MANUFACTURERS OF ARTIFICIAL LIMBS (arms and legs) are invited to present specimens of their models to a board of medical officers constituted by order of the Acting Surgeon-General U. S. A., at the Medical Purveyor's office, No. 403 Broome-st., in this City, on or before the 11th day of July next, with a view to the adoption of the best models.

Signed by order.
B. A. CLEMENTS,
Asst. Surgeon U. S. A., Recorder of Board.

The New-York Times.

NEW-YORK, WEDNESDAY, JULY 6, 1864.

Amusements this Evening.

WALLACK'S—THE WINNING SUIT.

OLYMPIC THEATRE—MARITANA.

NIBLO'S GARDEN—THE DUKE'S MOTTO.

BARNUM'S MUSEUM—MISS MAJOR PAULINE CUSHMAN, GREAT ARABIAN GIANT, FRENCH GIANT, GIANT GIRL, GIANT BOY, TWO DWARFS, MOVING WAX FIGURES, INFANT DRUMMER, &c., at all hours: COLLINS, THE GREAT CURE; BLIGHTED FAITH: AFTERNOON AND EVENING.

IRVING HALL—STEREOPTICON.

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To Advertisers.

Advertisers in the TIMES are requested to bring in their notices at as early an hour in the day as possible. If received after 8½ o'clock, it will be impossible to classify them under their proper heads.

☞ Advertisements for the WEEKLY TIMES must be handed in before 10 o'clock this evening.

☞ *The general news by the City of Baltimore, the closing proceedings of Congress, the report of Fourth of July proceedings, and other interesting matter, will be found on the Second and Third pages.*

NEWS OF THE DAY.

THE REBELLION.

The people of the United States will rejoice to learn, this morning, of the total destruction of the pirate *Alabama*, in an exciting naval fight with the United States gunboat *Kearsarge*, in the English Channel, nine miles off the French port of Cherbourg. SEMMES sought this fight, and his ship was cut to pieces and sunk in about an hour's fight. The loss of the pirate was eight killed and seventeen wounded. The loss of the *Kearsarge* was three wounded. The English steam yacht *Deerhound*, belonging to and having on board a party of English, came out from Cherbourg to witness the fight. When the *Alabama* was found to be sinking, this vessel deliberately sent her boats to the aid of the pirate and took on board about forty of her officers and crew. The *Kearsarge* captured sixty-eight of the *Alabama's* men, and went into Cherbourg but slightly damaged. Our account is very full, especially the letter from our Paris correspondent, which is the only account received from loyal sources.

The latest intelligence from before Petersburgh is to the effect that Gen. GRANT'S preparations for important work are nearly complete. But a few days will elapse before a storm, such as the enemy has not yet felt, will be precipitated upon him. For the last few days the weather has been less sultry, and the army has enjoyed a much needed rest. There is much need of rain, however. The Sixth Corps has returned from its march to Ream's Station, where it went to aid WILSON'S cavalry. The rebels could not carry off the guns lost by WILSON and KANTZ, because they had been completely disabled, and thrown into an impassable swamp.

The latest itelligence in regard to the rebel raid and attack on Harper's Ferry is up to 4 o'clock yesterday afternoon, at which time the rebels were reported to have crossed the Potomac, and were making preparations to assault the position of our forces on Maryland Heights. Gen. SIGEL is reported to have fallen back from Sheppardstown to the Heights, and to be preparing for a vigorous defence. Various rumors come to us of the presence of rebel forces at Williamsport, Falling Waters, Hagerstown, &c., but none of them are confirmed. All the rebel forces positively known to be any distance north of the Potomac are a small body of cavalry on a thieving expedition. The strength of the rebel force on this raid is estimated by those best informed at 2,500 cavalry, under Gen. RANSOM, and 5,000 infantry, under Gen. EARLY. Its main object seems to be to get supplies, and to make a diversion which shall call Gen. GRANT'S attention away from Petersburgh.

An expedition under Col. GROWER, sent out from Decatur, Ala., June 28, by Gen. R. S. GRANGER, to surprise PATTERSON'S brigade of RODDY'S division, was partially successful. When near the camp they were discovered by the rebel surgeons, who gave the alarm. The rebels broke and ran, but the Eighteenth Michigan came in on double-quick, killing and wounding a number, and capturing one Lieutenant and nine men, their wagons, ambulances, camp and garrison equipage, officers' baggage, and a lot of horses and mules. Unfortunately our cavalry could not cross the railroad in time to come up with the fleeing rebels, or their entire command would have been taken. The infantry marched fifty miles this hot weather in thirty-six hours.

As soon as Gen. STEELE heard of the movement near the mouth of the White River by the rebel Gen. SHELBY, he sent forward a force under the command of Gen. CARR, which confronted the enemy on the 27th ult., between Sheadon and St. Charles, and a fight ensued, resulting in the capture of 200 prisoners and the guns of the recently captured gunboat *Queen City* and four mounted howitzers. Our loss in killed and wounded will not reach 200, while that of the enemy will reach quite 500. The joint forces of MARMADUKE and SHELBY are said to be retreating.

FROM EUROPE.

The Inman steamer *City of Washington* arrived at this port yesterday morning bringing Liverpool dates to June 23d. In the House of Lords the Earl of Derby called attention to the case of a Montreal merchant named LEVY, said have been arrested in Boston without cause. Earl RUSSELL said he would make inquiries into the matter. Mr. HENNESSY strongly condemned the efforts he believed Americans were making to induce emigrants to serve in the Federal army, and moved a resolution regretting the emigration from Ireland, and calling on the Government to devise some means to check it. The motion was carried.

In the House of Commons, on the 20th inst., Messrs. DISRAELI and BRIGHT requested from Lord PALMERSTON some information as to the proceedings of the Dano-German Conference Committee. Lord PALMERSTON replied that he could tell them nothing, beyond the fact that her Majesty's Government were working diligently to bring the matter to a peaceful solution. On the 22d the Conference met, and it is said the arbitration proposition was rejected. Hostilities will probably recommence on the 27th of June.

GENERAL NEWS.

The Volunteer Committee did not get to work yesterday, but have everything in readiness to begin to-day. The subscriptions to the new Bounty Fund loan have been increased to over $415,000. In addition to subscriptions of moneyed corporations heretofore named, the Harmony Fire Insurance Company are recorded for $10,000, and the Bull's Head Bank for $5,000.

Mayor GUNTHER met with an accident on last Sunday which prevented his being present at the review of the military in the Park on the 4th, and will confine him to his house for a week or so. In alighting from his wagon at Bath, L. I., he slipped and sprained one ankle and wrenched the other.

The total number of rebel prisoners transferred from the military prison in Louisville to prisons north of the Ohio River, as entered on the books in Capt. JONES' office, during the month of June, is 2,151; 1,400 enlisted men to Rock Island, 621 to Camp Morton, 119 commissioned officers to Johnson's Island, and five surgeons to Fortress Monroe.

Seventeen lives were lost by the sinking of the *Locust Point*. The names of the drowned will be found in another column.

Money continued active among the Brokers yesterday, and the Bank return shows another decline in Deposits. Government 5-20 Stock advanced 1½@2 ₩ cent. on European orders. The Railway Stocks higher than before the Holidays. Gold advanced to 245@246 ₩ cent.

Transactions in produce and merchandise were quite moderate yesterday. Flour and Wheat were dearer, with rather more doing. Corn, Oats, Whisky and the principal kinds of Provisions were less freely dealt in, at irregular prices. Cotton was in request and advancing. Freights were quiet.

The Live Stock Market is supplied this week with 33,585 animals of all kinds, numbering 3,404 beeves, 110 cows and calves, 1,555 veal calves, 14,229 sheep and lambs, 14,287 swine. The cattle market at Forty-fourth-street shows a very light supply, the total receipts of fresh bullocks amounting to more than 1,500 less than last week. With this limited number salesmen have had a pretty good command of the market, and have realized, we should think, fully 1c. ₩ lb. more than last week, while in some cases the advance has doubtless been $10. on a bullock. Butchers estimate their purchases in some cases at even higher advances. Considering the unusually small receipts, the market has not been very brisk. Prime cattle have sold at 18c. net weight, and as the estimates were high on the part of the seller, butchers believe that they have paid better rates; from 15c.@18c. have been the more general prices. Cattle of inferior grade have sold lower. Sheep rated on Tuesday at 4¾c., live weight, for poor, thin sheep, and 6½c.@7c. for good, and 7¼c., not number one. Hogs are less active at 11½c.@11½c., live weight, for prime corn-fed, 10½c.@11¼c. for still-fed.

The Naval Fight off the French Coast—Destruction of the Alabama.

The pirate *Alabama* has at last gone to the bottom of the sea. After a bloody and lurid career of two years on the high seas—in which career she has passed from one Continent to another, from the North and South Atlantic to the Indian Ocean, from the Gulf of Mexico to the China Seas, following in the wake of our commercial ships wherever they could be found, and burning and destroying them wherever they were overtaken—she has been annihilated on the very first occasion that one of our ships-of-war was enabled to get an opportunity to measure metal with her.

We publish very full details of the naval battle between the *Alabama* and the *Kearsarge*, which took place on the 19th of last month, off Cherbourg, on the northern coast of France, and in the waters of the British Channel. The *Alabama* had returned from a cruise in the Indian Ocean, had passed round by the Cape of Good Hope, up the Atlantic to the French coast, burning several American vessels on her way, and entered the port of Cherbourg, where SEMMES expected to coal and repair her. As soon as this fact was ascertained by the American Minister at Paris, he telegraphed to the Captain of the *Kearsarge*, which was lying in one of the ports of Holland, and which has been for a considerable time in those waters watching for rebel privateers, to repair immediately to Cherbourg, to catch or destroy the pirate. The *Kearsarge* arrived at once, and very soon, at a distance of ten or twelve miles from the coast, the *Alabama* appeared, and the fight ensued. It lasted somewhat over an hour—the *Alabama* firing the first shot at the distance of a mile, and the two combatants never being nearer than a quarter of a mile to each other. The *Alabama* is reported to have fired 150 rounds of shot, and the *Kearsarge* 100; and the vessels are said to have described seven complete circles during the engagement. The *Kearsarge* disabled her adversary by planting a shot in her machinery, after which, proceeding closer up, she poured into the rebel a destructive converging broadside, that tore through a whole section at the water line; let the water through in cascades, and sent the blustering pirate to the bottom, with the white flag flying. Part of the crew was saved by our own ship, and another part, together with SEMMES himself, was saved by an *English* vessel, which was, for him, very opportunely at hand. She had steamed around the world, burning unarmed merchantmen, but she had never before, during her career, encountered a naval vessel in battle, although she decoyed by a falsehood the gunboat *Hatteras* within range of her guns, when off the Texas coast, and destroyed her by a broadside. We give elsewhere a list of the American vessels the *Alabama* has destroyed since the Messrs. LAIRD, by the connivance of the British Government, turned her over to the rebels. It will be seen that these foot up over sixty, nearly all of which she has destroyed, embracing some of our finest ships, and valued in the gross, with their cargoes, at tens of millions of dollars. It seems that this chivalrous son of the South not only destroyed the vessels, but *stole the chronometer* of nearly every captain he captured; for he turned over to the custody of a confidant in Cherbourg, before he set out to fight the *Kearsarge*, *sixty chronometers*.

The sketch given by our own reporter and by the London *Star* of the strength, size, crew and armament of the two ships, will show that they were not unequally matched. The LAIRDS, who built the *Alabama*, have been boasting for a long time that she could easily whip the *Kearsarge*, and SEMMES himself blustered loudly in France to the same effect, just before the engagement. Now, since he has been beaten, he says he was mistaken as to the *Kearsarge*.

By far the most comprehensive of the histories of the affair is that given by our Paris correspondent, who corrects some of the false statements of the English press. For instance, the latter make it appear that SEMMES, of his own accord, boldly and voluntarily went out and challenged the *Kearsarge* to battle; but our correspondent shows from authentic sources that the *Alabama* was *ordered to leave Cherbourg* by the French Maritime Prefect. The negotiations of Minister DAYTON in the matter reflects as much credit upon him as the conduct of the action reflects upon the gallant American sailor, Capt. WINSLOW. The Government will undoubtedly see to it that, while the country rings with the praises of the latter, his reward will be prompt and honorable.

The destruction of this pirate will afford great gratification to the country. The rebels, we believe, have now but two available pirates—the *Florida* and the *Rappahannock*. They are hardly likely ever to get any more either from England or from France.

The End of the Dano-German Conference—The Prospect of War.

The London Conference has practically come to an inglorious end. It sat for some time on Wednesday, the 22nd of June, to hear the last propositions of Austria and Prussia, propositions which are described as being of a nature little less than insulting. It was to sit again on the 25th for the completion of formal business, but further negotiations are at an end. There is nothing for it now but an appeal again to the sword. Hostilities between the invaders and Denmark were to commence again on the 27th, and by that time the neutral Powers will doubtless have determined the respective parts they are to play in the second act of the tragedy.

That England has made up her mind already, can hardly any longer be regarded as mere matter of conjecture. The tone in which the British Foreign Secretary announces in the House of Lords the readiness of the British fleet for any action that may be required of it; the tone in which Lord PALMERSTON repeats the same assurance in the Commons; and the general tone of belligerency assumed by nearly every organ of public opinion—all go to prove that the resolution has been finally reached, to give material aid to Denmark in the unequal contest into which she has once more been forced.

The London *Times*, in a quasi-official manner, announces that the first step taken by the British Government will be to break off communications with "the Courts (Austria and Prussia) which have treated England with such contumely." This will be the overture to the play. A naval demonstration in the Baltic will follow, although the Paris journals announce that in such a demonstration the French fleet will not participate. No indistinct assurance is given that Austria will be assailed in the Adriatic—a threat which means that Italy will be invited to take a hand in practically settling the question of nationalities, which the Germans are so eager to bring into operation in the North of Europe. And with all this, there will necessarily be provision made with no undue delay for a British contingent, acting in alliance with Sweden, to operate in Jutland.

The action of France is governed for the moment, apparently, by a consideration of the slight put upon the Emperor's proposal for a general European Conference, by the British Government; and possibly, by a recollection that when France was prepared to act in the case of Poland, England backed down from the conclusions to which her logic directly pointed. There may be, too, mixed up with these recollections, a reflection that in Mexico the Emperor has been left to regenerate seven millions of the Latin race with no material support from England whatever. It can hardly, then, be considered out of the usual run of the Imperial policy, that the Emperor should refuse to show his hand, until he can play a card which will tell on the game. What England is of course assured of, is that France will be neutral, if she does not take an active part with the Danes. It is impossible that France can have any object openly to side with the Germans. But it is not impossible that she may hesitate to be a party to an anti-German alliance which would include the recovery of the Austro-Italian provinces to the new kingdom of Italy, and which would probably end in reviving the revolutionary spirit of '48 from one end of Europe to the other. Such a war as is now about to open will not be long confined to the disputed Danish Peninsula. And it cannot be wondered at that a responsible Power like England has postponed this new and terrible arbitrament until she had reached the very boundary where her place in the Councils of Europe would have been forever compromised in the eyes of the world. Prolonged indecision would have brought irretrievable disgrace, and whether she acts alone or in alliance with other Powers, England is irrevocably committed to the cause of Denmark at whatever material sacrifice.

NO REST FOR THE WICKED.—Our special correspondent, writing from before Charleston on Thursday last, says: "Our guns at Cummings' Point continue to shell the city of Charleston, notwithstanding the announcement of the rebel SAM JONES that fifty Union prisoners (officers) have been placed within range of our fire." We have no other operation in the war at all analogous to this long-continued bombardment of the birthplace of the great rebellion. Naval operations were begun against the city at the close of 1861, and it is a year since Gen. GILMORE commenced his regular bombardment from land batteries. During the whole of that year our operations against it have been nearly ceaseless. The Charleston *Courier* of the 25th ult., heads one of its articles "Three Hundred and Fifty-first Day of the Siege." Hardly a day has passed that shot and shell have not been thrown into the city. The people that remain there have enjoyed neither rest nor safety, but have been in continual fear and peril. It were well for the wretched inhabitants, and for all concerned, that the place were captured.

FRANCE, ENGLAND AND GERMANY.—The French official journals speak with great complaisance of the prospect of a war between England and the German Powers, while they all declare that France will certainly keep clear of the entanglement. The English are beginning to see that in event of such a war two or three privateers would sweep her commerce from the seas, as two or three privateers, built by her subjects and in her ports, have nearly swept the American flag from the seas. Now, this would produce an immense development of French commerce; and it is well known that the extension and enlargement of the commerce of France has been for the last ten years the principal aim of the present Emperor, in his colonial and foreign policy, in his foreign wars and aggressions, such as those in Cochin-China, in the islands of the Pacific, and on this continent. To this end he has made and is making the most gigantic efforts, and is expending vast sums of money. If an English war with Germany would practically consummate his great idea, why would he not encourage it?

AMUSEMENTS.

NIBLO'S GARDEN.—The reproduction of the "Duke's Motto" at this house on Monday attracted a very large audience. Mr. WHEATLEY resumed his character of *Henri de Lagardere*, and was charmingly supported by Miss ROSE ETTINGE and by Miss MARY WELLS, Mrs. SKERRETT, Mr. NUNAN, and other members of the company. The piece will be withdrawn after a few nights, to make room for Miss LUCILLE WESTERN, who is engaged here.

OLYMPIC.—WALLACK'S opera of "Maritana" was produced here on Monday, by a small opera company, under the management of Mr. B. A. BAKER, and direction of Mr. ANTHONY REIFF. The principal parts were sustained by Mme. BOSCHARD, Miss LOUISA MYERS, Mr. CASTLE and Mr. CAMPBELL. There was a small orchestra and a sufficient chorus. The performance was only moderately good, and we shall take another occasion of speaking of it.

WALLACK'S THEATRE.—Rather more has been said about the new drama of the "Winning Suit" than there was any occasion for. The position of the author may in some measure account for this. Mr. LEWIS FILMORE is one of the editors of the London *Times*, and his confreres on the metropolitan press, have doubtless felt a kindly disposition to say all that was possible of his dramatic effort, and much may be said with justice of it. The piece is well written, with a fair amount of action. It is not, however a model comedy or a model play of any sort. The construction bears a general and sometimes a particular resemblance to the construction of SHERIDAN KNOWLES' ware—which being interpreted, means that it is artificial and transparent. There is but slight effort at characterization, and the character of *Orelia*, where the author has been most ambitious, is by no means fresh. The plot is of a very general and ordinary character. A wayward and somewhat shrewish princess is betrothed as a measure of Hate to the King of a neighboring country. Her pride and temper revolt at such a formal disposition of her hand. She leaves her home; becomes a sewing-girl at a tavern; is there befriended by a traveler named *Don Pedro*, and from the force of circumstances and to prevent arrest, marries him. A child with one idea of romance beyond "Jack and the Beanstalk" can surmise the denoûement. *Don Pedro* is of course the King in disguise. It is right to add that there is some ingenuity displayed in the minor complications, an average skill in intrigue, and a good faculty for dialogue. The first and the last acts are the best in point of dialogue, there being in the latter many telling points. Throughout, however, the language is good, clean, and scholarly.

Miss AVONIA JONES played the heroine with much spirit, but was sometimes, in the second phase of the character, too emphatic—destroying the easy flow of the measure without adding to its pointedness. Mr. FISHER was excellent as *Don Pedro*. An important underpart was intrusted to Mr. A. H. DAVENPORT, who of course rendered it with skill, but it struck us that his manner was a little imperious and harsh—the manner of a villain rather than of an intriguer. Once or twice, too, Mr. DAVENPORT lapsed into elocutionary error. The author never could have meant that the word captain should be pronounced "cap'n," and the word "awoke," (or "awoken," we forget which,) is new to us. Of the personators of the smaller parts, it is only necessary to mention the names of Miss IONA BURKE, who was thoroughly piquant and excellent in the last act; of Mr. DALY, as the "Cap'n" referred to, and of Mr. GEORGE HOLLAND, who contributed very acceptably to the success of the piece. The verdict of the audience was in its favor, and this pleasant house may once more be considered afloat on the usual high tide of prosperity. The performance exhibited many of the defects of a first night—defects which we ought not to be called upon to excuse at a first-class establishment.

DEPARTMENT OF THE GULF.

From Port Hudson—Miscellaneous Items.

Late private advices from Port Hudson show that the rebels are somewhat active in that vicinity, but avoid that well-fortified place. They have endeavored to establish themselves on the banks of the Mississippi River at Tunica Bend and at Fort Adams.

Brig.-Gen. ULLMANN has been placed in command of all the colored troops in the Department of the Gulf, comprising some 35 regiments of all arms. His headquarters are at Port Hudson.

Major-Gens. STICKLES and REYNOLDS had lately visited Port Hudson. The troops here are in excellent health, although the weather was very hot.

It was reported that the rebel Gen. DICK TAYLOR had crossed the Atchafayla River on the 8th of June, and that an engagement had ensued; but no particulars or confirmation of this had been received.

Maj.-Gen. CANBY was expected to visit Port Hudson by the 1st of July.

The Nineteenth Army Corps has lately been encamped at Morganzia, but expected soon to move, under recent orders from Gen. CANBY, but in what direction was unknown.

Among the plunder recently secured by some rebel guerrillas, at the capture of a pest-house some distance from Port Hudson, was a large amount of clothing intended for the flames, which had been used by small pox patients.

The Little Brig Vision.

SHE PUTS INTO PROVINCETOWN IN A LEAKY CONDITION.

BOSTON, Tuesday, July 5.

The little brig *Vision*, Capt. DONOVAN, which left New-York a few days ago for London, put into Provincetown, Cape Cod, yesterday, leaky.

The leak was found to be owing to a defect in the caulking of about two feet in length, which was repaired, and she was to resume her voyage last evening.

Capt. DONOVAN stated that his vessel worked well.

PROCLAMATION BY THE PRESIDENT

Martial Law Declared in Kentucky.

THE HABEAS CORPUS SUSPENDED.

WASHINGTON, Tuesday, July 5.

By the President of the United States of America.

A PROCLAMATION.

Whereas, By a Proclamation which was issued on the 15th day of April, 1861, the President of the United States announced and declared that the laws of the United States had been for some time past, and then were, opposed, and the execution thereof obstructed in certain States therein mentioned by combinations too powerful to be suppressed by the ordinary course of judicial proceedings, or by the power vested in the Marshals by law; and,

Whereas, immediately after the issuing of the said proclamation the land and naval forces of the United States were put into activity to suppress the said insurrections and rebellion; and

Whereas, The Congress of the United States, by an act approved on the third day of March, 1863, did enact that during the said rebellion the President of the United States, whenever in his judgment the public safety may require it, is authorized to suspend the privilege of the writ of habeas corpus, in any case throughout the United States, or any part thereof; and

Whereas, The said insurrection and rebellion still continue, endangering the existence of the Constitution and Government of the United States; and

Whereas, The military forces of the United States are now actively engaged in suppressing the said insurrection and rebellion, in various parts of the States where the said rebellion has been successful in obstructing the laws and public authorities, especially in the States of Virginia and Georgia.

Whereas, On the fifteenth day of September last, the President of the United States duly issued his proclamation, wherein he declared that the privilege of the writ of habeas corpus should be suspended throughout the United States, in cases whereby the authority of the President of the United States, the military, naval and civil officers of the United States, or any of them, hold persons under their command or in their custody, either as prisoners of war, spies, or aiders or abettors of the enemy, or officers, soldiers or seamen enrolled or drafted or mustered or enlisted in, or belonging to the land or naval forces of the United States, or as deserters therefrom, or otherwise amenable to military law or the rules and articles of war, or the rules and regulations prescribed for the military or naval services by authority of the President of the United States, or for resisting a draft, or for any other offence against the military or naval service; and,

Whereas, many citizens of the State of Kentucky have joined the forces of the insurgents, have on several occasions entered the said State of Kentucky in large force, and not without aid and comfort furnished by disaffected and disloyal citizens of the United States residing therein, have not only greatly disturbed the public peace, but have overborne the civil authorities and made flagrant civil war, destroying property and life in various parts of that State, and

Whereas, It has been made known to the President of the United States, by the officers commanding the National armies, that combinations have been formed in the said State of Kentucky, with a purpose of inciting the Rebel forces to renew the said operations of civil war within the said State, and thereby to embarrass the United States armies now operating in the said States of Virginia and Georgia, and even to endanger their safety.

Now therefore I, ABRAHAM LINCOLN, President of the United States, by virtue of the authority vested in me by the Constitution and laws, do hereby declare that, in my judgment, the public safety especially requires that the suspension of the privilege of the writ of *habeas corpus*, so proclaimed in the said proclamation of the 15th of September, 1863, be made effectual, and be duly enforced in and throughout the said State of Kentucky, and that martial law be for the present declared therein. I do, therefore, hereby require of the military officers in the said State that the privilege of the habeas corpus be effectually suspended within the said State, according to the aforesaid proclamation, and that martial law be established therein, to take effect from the date of this proclamation, the said suspension and establishment of martial law to continue until this proclamation shall be revoked or modified, but not beyond the period when the said rebellion shall have been suppressed or come to an end. And I do hereby require and command as well as military officers all civil officers and authorities existing or found within the said State of Kentucky to take notice of this proclamation and to give full effect to the same. The martial laws herein proclaimed, and the things in that respect herein ordered will not be deemed or taken to interfere with the holding of lawful elections or with the proceedings of the Constitutional Legislature of Kentucky, or with the administration of justice in the courts of law existing therein between citizens of the United States in suits or proceedings which do not effect the military operations or the constituted authorities of the Government of the United States.

In testimony whereof I have hereunto set my hand and caused the seal of the United States to be affixed. Done at the City of Washington, this 5th day of July, in the year of our Lord 1864, and of the Independence of the United States the eighty-eighth.

ABRAHAM LINCOLN.

By the President:
WILLIAM H. SEWARD, Secretary of State.

NEWS FROM WASHINGTON.

Special Dispatches to the New-York Times.

WASHINGTON, Tuesday, July 5.

SECRETARY FESSENDEN.

Hon. WM. PITT FESSENDEN, at 11 o'clock to-day, was sworn into his new office as Secretary of the Treasury. Secretary CHASE was with him at the Department, and introduced him to the heads of the different bureaus. At 11½ o'clock the heads of the several bureaus, thirteen in number, were officially presented by Ex-Secretary CHASE. At 12 o'clock Mr. FESSENDEN attended a Cabinet meeting. He has been called upon to-day by a large number of Senators and Representatives, who paid their respects. At present, we learn there will be no material change in the management of the bureaus of the Treasury Department. Hon. ELIJAH ELLIS, formerly Secretary of State of Iowa, has been appointed Third Auditor, *vice* ATKINSON, resigned.

A LESSON FOR ENGLAND.

The destruction of the *Alabama* by the *Kearsarge* is a striking vindication of the superiority of the heavier armament of our gunboats as compared with the lighter metal of the English models. The armament of the *Alabama* was made in accordance with the English ideas, and her fate will be a rude shock to a cherished British notion. This is a curious repetition of the experience of 1812, when our vessels, armed with 48-pounders were constantly superior to the English ships armed with 32-pounders. The *Kearsarge* has a battery of two 11-inch shell guns throwing two hundred and sixty-four pounds of metal, one 30-pound rifle pivot throwing thirty pounds, and two light 32-pounders throwing sixty-four pounds making a total of five guns throwing three hundred and fifty pounds of metal.

Dispatches to the Associated Press.

WASHINGTON, Tuesday, July 5.

MR. FESSENDEN IN OFFICE.

At 11 o'clock, to-day, Mr. FESSENDEN entered upon his duties as Secretary of the Treasury. Justice WAYNE, of the United States Supreme Court, administered the oath of office to him. Subsequently the Chiefs of the several bureaus, thirteen in number, were formally presented by Ex-Secretary CHASE. At noon, Mr. FESSENDEN attended the Cabinet meeting. He has been called on to-day by numbers of Senators and Representatives, who paid their respects to him.

THE SURRENDER OF PETERSBURGH DEMANDED.

Passengers on the mailboat *Highland Light* report that day before yesterday Gen. GRANT sent a demand for the unconditional surrender of Petersburgh, but the answer was not known at City Point when the *Highland Light* left. It was believed if the demand was not complied with that a reasonable time would be allowed for the removal of the women and children before the town was attacked. They also say that appearances indicated lively work.

DOINGS OF THE BLOCKADERS.

Admiral LEE, commanding the North Atlantic Blockading Squadron, in a dispatch to the Navy Department, under date of July 1, says that since July 24, 1863, forty-two steamers have been captured or destroyed by the blockaders of his squadron. Taking the average tonnage of the vessels at three hundred tons, and assuming the capacity of an army wagon at one ton, there has been a loss inflicted on the rebel supply system equivalent to the capture or destruction of a train of twelve thousand wagons.

The department has received communications from Admiral DAHLGREN announcing the capture of the sloop *Julia* by the United States steamer *Nipsic*, on the 27th of June, off Sapelo Sound. Her cargo consisted of ninety bags of salt.

A communication has also been received announcing the destruction of the English steamer *Rose*, of London, bound from Nassau, N. P., by the United States steamer *Wamsutta*, off Polly's Island, S. C. When first discovered she was attempting to escape, and in doing so was run ashore. The crew, of about twenty, made their escape by getting off in small boats. It was only after repeated efforts to get her off, and night coming on, that she was fired. She had no cargo of any importance on board, and it is thought it had been sent ashore in small boats while lying off the coast.

BILLS SIGNED BY THE PRESIDENT.

The President yesterday signed the following-named bills, which have thereby become laws:

An act to correct a clerical error in the law of June 30, 1864, relating to the Post-office Department.

A joint resolution imposing a special income duty.

An act to restrict the jurisdiction of the Court of Claims, and to provide for the payment of certain demands for Quartermaster's stores and subsistence supplies.

An act making an appropriation to carry into effect an act to prevent smuggling.

A joint resolution, explanatory of the joint resolution in relation to the pay of the staff officers of the Lieutenant-General.

An act supplementary to an act entitled "an act to grant pensions," approved July 4, 1862.

An act further to regulate the carriage of passengers in steamships and other vessels.

An act to authorize the Secretary of the Navy to provide for the education of naval constructors and steam engineers, and for other purposes.

An act further to regulate and provide for the enrolling and calling out the national forces, &c.

An act to encourage emigration.

An act to pay in part for publishing the debates in Congress, and for other purposes.

An act to repeal a joint resolution granting additional rooms to the Agricultural Department, and for other purposes.

The act making an appropriation for testing submarine inventions.

An act for the supervision of the work on the Washington Aqueduct.

The joint resolutions in relation to the Professors of the Military Academy at West Point.

An act to regulate proceedings in cases of landlord and tenant in the District of Columbia.

An act to establish a branch of the mint at Dallas City, Oregon.

An act in addition to the several acts concerning commercial intercourse between loyal and insurrectionary States, and providing for the collection of captured and abandoned property, and the prevention of frauds in States declared to be in insurrection.

An act for the relief of seamen and others not officers on the books of vessels wrecked or lost in the naval service.

An act for increasing telegraphic facilities between the Atlantic and Pacific States and the Territory of Idaho.

An act for the relief of Maj. N. S. BRINTON, a Paymaster in the United States Army.

The President had previously signed the act to encourage and facilitate telegraphic communication between the Eastern and Western Continents; the act to repeal all laws and parts of laws providing for the rendition of fugitive slaves, and in the Civil Appropriation Bill, a section to repeal the law regulating the coastwise Slave-trade.

All the bills passed by both Houses and presented to the President received his signature, except the bill providing republican governments for States overthrown or usurped by rebellion. This bill authorizes temporary Governors to be appointed until a majority of the people could take measures for restoring civil institutions, excluding certain classes of persons who have given aid and comfort to the enemy, and making one of the conditions of readmission the abolition of Slavery.

CONFIRMATIONS.

The President has appointed, and the Senate confirmed, the following persons:

James Bowen, of New-York, and John Cumming, of New-York, to be Commissioner and Superintendent, respectively, of Emigration, under the act to encourage emigration to the United States.

Charles Dummer, of Maine, to be Supervising Inspector of Steamboats, under the act of June 8, 1864.

Col. Charles J. Paine, Second Louisiana Volunteers, to be Brigadier-General.

Brig.-Gen. Stephen G. Burbridge to be Major-General.

Brig.-Gens. Alvin P. Hovey and John G. Barnard to be Major-Generals by brevet.

The following as officers in the Revenue Cutter Service:

To be Captains—William C. Pease, Benjamin F. Vulian, Jas. Dusher, James H. Merriman, Richard A. Morrill, Joseph Amageen, John W. White, Alfred B. Davis, A. A. Finger, Timothy Penway, Benjamin F. Kellar.

To be First Lieutenants—Daniel D. Tompkins, Theodore N. Spencer, Samuel C. Cotosburg, Samuel P. Warner, John G. Baker, Edward A. Freeman, James M. Selden, John G. Bond, Hugh R. Graham, Henry D. Hall, Daniel B. Hodgeson, Morton Phillips, Frank Barr, Henry J. Benson, John A. Henriques, David Ritchie.

To be Second Lieutenants—William E. Hollaway, Thomas W. Lay, William C. Piggott, William C. Dehartie, Howard L. Briggs, Joseph Irish, Edward C. Gardner, Wentworth S. Simmons.

To be Third Lieutenants—Henry P. Hamlin, Robert H. Woods, James H. Wicks, James R. Malcom, F. W. Sparrell, S. Allen O'Brien, Charles H. Dixon, George M. Hunter.

To be Chief Engineers—A. M. Cumming, Walter Scott, Samuel Hamilton, J. E. Cooper, A. D. Douglas, Frank Paulsifer, George H. Clarke, George W. Simmons, J. J. Roberts, James Coy, Henry Smith, Eugene Valette.

THE SPECIAL INCOME TAX.

The following is an exact copy of the joint resolution assessing a special tax on incomes:

Resolved by the Senate and House of Representatives, That, in addition to an income duty already imposed by law, there shall be levied, assessed and collected, on the first day of October, 1864, a special income duty upon the gains, profit or incomes for the year ending the 31st day of December next preceding the time herein named for levying, assessing and collecting said duty of all persons residing within the United States, or of citizens of the United States residing abroad, at the rate of five per centum on all sums exceeding six hundred dollars, and the same shall be levied, assessed, estimated and collected, except as to the rates according to the provisions of the existing laws for collection of an income duty annually where not inapplicable hereto; and the Secretary of the Treasury is hereby authorized to make such rules and regulations as to time and mode or other matters, to enforce the collection of the special income duty herein provided; that in estimating the annual gains, profits, or incomes as aforesaid, for the foregoing special income duty, no deductions shall be made for dividends or interest received from any association, corporation or company, nor shall any deduction be made for any salary or pay received.

Loss of the U. S. Store Ship Courier.

THE VESSEL A TOTAL LOSS—OFFICERS AND CREW, GUNS AND SMALL ARMS SAVED.

The U. S. Storeship *Courier*, Commander S. C. GRAY, left Boston May 28, with Paymasters' stores, for New-Orleans, and was lost on Leonard's Keys (Bahamas) June 14th. Officers and crew saved. Her guns, small arms and rigging were saved and sent to Nassau. Vessel a total loss.

The following officers arrived at this port in the schooner *Samuel T. Kezer*: HENRY REANEY, Acting Master and Executive Officer; EDWIN B. PRATT, Acting Ensign and Sailing Master; A. P. SAMPSON and Mr. SNOW, Acting Ensigns; H. B. BROWN, Paymaster; LOUIS GOMEZ, Master's Mate; P. BROWN, Paymaster's Clerk; MICHAEL CORBETT, Surgeon's Steward, in charge, and forty-eight seamen.

Death of Gov. Reeder.

EASTON, Tuesday, July 5.

Ex-Gov. ANDREW H. REEDER died at his residence in this place at an early hour this morning, after a short illness.

THE REBEL RAID.

General Sigel at Maryland Heights.

The Rebels Attack the Position.

SIGEL'S DEFENCE SUCCESSFUL.

Rumors from Frederick, Hagerstown, &c.

THE REBEL FORCE 10,000 STRONG

The Militia from New-York and Pennsylvania Called Out.

Special Dispatch to the N. Y. Times.

BALTIMORE, Md., Tuesday, July 5.

After sending my Baltimore dispatches, under date of 1 and 3:20 P. M. yesterday, I went up the Baltimore and Ohio Railroad for the purpose of reaching a closer point of observation of the transactions at Harper's Ferry and vicinity. Starting in the usual afternoon train at 4:40, it was hoped to reach Frederick at 8 o'clock. At Plane No. 4, however, which is about nine miles from Monocacy and twelve miles from Frederick, the conductor found himself under orders to proceed no further, as a rebel force was on the railroad at Point of Rocks, eighteen miles above the point we had reached, while Frederick was reported abandoned by our troops, and its occupation by the rebels was confidently expected during the night. Accordingly, lying by at Plane No. 4 until morning, I passed up to Monocacy at an early hour. Here I found Brig.-Gen. TYLER and his command. His scouts had been up to Point of Rocks last night, and brought back word that the rebels who visited that place consisted of but about one hundred and twenty-five of MOSBY's men, who crossed the Potomac on a thieving expedition. They had with them two light 6-pounder guns. They burned at Point of Rocks a boat in which a Fourth of July party had just been up to Harper's Ferry, robbed the store, and went back. The Union force at this place consisted of two companies of infantry and two of cavalry belonging to the Potomac Home Brigade. These fellows ran disgracefully at the first sight of the rebels, leaving the place and such possessions as it had an undisputed prey. The mail train for Wheeling was fired into yesterday near Sandy Hook. The fireman was badly wounded, and the baggage master captured.

MULLIGAN's forces evacuated Bolivar Heights and Harper's Ferry about 7 P. M., yesterday. Our people set fire to the tressels of the magnificent iron railroad bridge over the Potomac at Harper's Ferry, and the woodwork is destroyed. This is not only a great misfortune, but a great blunder, as perfect arrangements had been made to effect the complete temporary disablement of the bridge without the use of fire, whose action on the iron portion of the structure is fatal.

At 9 P. M. Gen. SIGEL, who had been engaging the enemy for the greater part of the day near Sharpsburgh, reached the vicinity of Harper's Ferry with his forces, and began preparations for a defence of the heights on the Maryland shore. At 10 P. M. his troops were ascending Maryland Heights to take up their defensive position. Early this morning, at Monocacy, brisk skirmishing was heard from the direction of Harper's Ferry, with occasional cannonading. During the day the rebels made the passage of the Potomac, and at 4 o'clock were preparing to assault SIGEL's force on Maryland Heights.

Thus far the only rebel force that can be made out in these operations is the remnant of the corps of EWELL, now commanded by Gen. EARLY, numbering about five thousand men and about twenty-five hundred cavalry under command of Gen. RAMSON. This force is certainly too slight to be capable of anything more than a mere raid, and its obvious design on part of rebels as a diversion in favor of LEE's closely invested line at Petersburgh will be thwarted by the good sense of the people and the vigilance and energy of the Government.

Rumors have been in circulation in Washington to-day, of a general assault by Gen. GRANT along the whole line of the enemy's position at Petersburgh on Sunday, and of an unsuccessful issue of the assault. The report is utterly without foundation, and the only circumstance that may have given currency to the report of a general attack is that on Sunday, July 3, a salute was fired along the whole line. Otherwise Sunday was a day of peculiar quietude. Yesterday passed in an equally quiet manner in the lines before Petersburgh.

THE LATEST.

BALTIMORE, Tuesday, July 5.

A special dispatch to the *American*, from ALFRED SPATES, President of the Chesapeake and Ohio Canal, dated Cumberland, July 5, says:

"The rebel raid has been very destructive on the Chesapeake and Ohio Canal. We have information here that the canal has been badly damaged, and that a number of boats have been burned and teams captured.

The following is the latest and most authentic intelligence received up to 9 o'clock this evening, from the Upper Potomac:

About 6 o'clock this evening an attack was about being made upon Maryland Heights, where Gen. SIGEL's whole force is concentrated, and was then formed in line of battle for defence.

Very little information or details of the progress of the seige of Harper's Ferry and Maryland Heights could be obtained, owing to there being no trains running that far up the road, and the telegraph operator not being in a position to understand the true condition of affairs, other than the defence was obviously successful, in view of the Heights being still in Gen. SIGEL's possession.

Whatever damage the enemy may undertake in their present movement, it must be quickly effected, or they will meet with such opposition in the forces now moving upon them from the West, as to relieve all apprehension about the result.

Four railroad trains loaded with Government supplies, as well as the mail train from Harper's Ferry, that was intercepted by MOSBY on its return, were all worked through to Baltimore this afternoon, without the slightest loss. They were fired at, however, very warmly from the Virginia side, opposite the Point of Rocks.

No damage to the railroad is known as yet, excepting about thirty feet over PATTERSON's creek bridge, six miles east of Cumberland, which was today entirely repaired for the movements about being made over the road eastward.

Three hundred wagons, loaded with stores, supposed to have been captured, were gotten off safely from Martinsburgh by Gen. SIGEL, and passed through Frederick to-day, on the way to Baltimore.

Raid on Point of Rocks—Operations of the Enemy at Harper's Ferry and Vicinity—Movements of Our Forces—The Rebels at Falling Waters and Williamsport—Excitement at Frederick and Vicinity.

BALTIMORE, Tuesday, July 5.

From the Point of Rocks we learn that the entire rebel force that visited that place yesterday, did not exceed one hundred cavalry men, supposed to be under the command of MOSBY. Their whole object was to rob and destroy. They took with them to Virginia the entire stock of goods in the stores of Messrs. JOHN B. DUTTON, GOVER & BASAIRD, MEANS & ADAMS, and others. They robbed the loyal storekeepers as well as the rebel sympathizers, leaving nothing behind them but crockery ware and such articles as were not easily carried off. They were followed to the river by rebel citizens, who are said to have carried off goods into the interior. They retired, after committing all their robberies, much in the same way they came. The telegraph operator returned last night from the mountains, where he had concealed himself, and sent through several dispatches announcing the extent of the rebel depredations, and saying that the "devil was to pay generally." This morning the operator was not at his post again, from which it is to be inferred that the rebels have returned again.

LATER.

The telegraph is still working to Frederick, and up to noon no rebels had made their appearance in that city.

The excitement had in a great measure abated, and it was believed that a Provost-Guard at that place could effectually protect the city from all the rebels that had appeared in the vicinity of the Point of Rocks up to this morning.

Gen. SIGEL's and Gen. MULLIGAN's forces reached the Maryland Heights about 9 o'clock last night, and no doubt is now entertained of our forces being able to successfully resist any attack of the rebels at that post. Reinforcements are on their way to the Maryland Heights. Gen. MAX WEBER, who commands the post, has given notice to the people of Harper's Ferry to leave, as he intends opening his guns on the town, to drive the rebels out.

The rebels are all on the Virginia side of the town busily engaged in their work of plunder, and occasionally sending a shell over to this side.

The pontoon bridge which crossed the river at the ferry has been successfully removed, and the span of the railroad bridge on the Virginia side has been destroyed, to prevent the rebels from crossing.

On Monday, MOSBY, who has a force of cavalry and artillery opposite the Point of Rocks, fired into a train passing that point, causing the greatest excitement among the passengers. No one was injured except the fireman of the engine, who was shot in the arm.

The train was run back as far as Sandy Hook, and the employes of the railroad company this morning were endeavoring to bring it to this city.

A large number of citizens of Frederick arrived here in the train which left Plane No. 4 this morning at 7 o'clock. There was considerable excitement there at that hour, but no signs of the rebels. No rebels are known to be north of the Potomac, east of Sharpsburgh, unless it be the force that Gen. SIGEL was engaged with has followed him. Gen. SIGEL succeeded in securing his trains, and this morning a number of his wagons passed through Frederick. Heavy firing was heard in the direction of Harper's Ferry this morning, and it was supposed that Gen. WEBER was shelling the rebels in the town from the Maryland Heights.

BALTIMORE, Tuesday, July 5.

It was reported and believed yesterday morning that Hagerstown was in possession of the rebels, the operators having left their posts between 9 and 10 o'clock, under an alarm.

The operators, however, returned about 1 o'clock in the afternoon, and reported that all was quiet, and that there were no rebels nearer than Falling Waters and Williamsport, from six to ten miles distant from the Potomac, where, it was said, fighting was going on.

The same account also says that fighting was going on at or near Sharpsburgh, the Federal forces being commanded by Gen. SIGEL.

Previous reports from Harper's Ferry had located Gen. SIGEL during Sunday night at Shepherdstown, to which point he had fallen back to Martinsburgh, and where a junction was formed with him by MULLIGAN with the force from the Leetown fight on Sunday, ten miles below.

This joint force, it was thought, would move to the Maryland side of the Potomac to succor the Maryland Heights if attacked by the rebels.

An attack was made on Harper's Ferry about 9 or 10 o'clock yesterday morning by a force, estimated at some two thousand cavalry, with more than as many infantry.

Gen. WEBER, however, set about making a vigorous defence, and up to the latest accounts was holding his own.

Nothing had been heard up to 2 o'clock in the afternoon at Harper's Ferry from either SIEGEL's or MULLIGAN's forces, which is accounted for, perhaps, by the Hagerstown story, of their being again engaged opposite Shepherdstown, to which point they must have been followed by the rebels.

After 2 o'clock in the afternoon the wires were interrupted near Harper's Ferry, on the east side, and the operator at the Point of Rocks was understood to report that a body of rebel cavalry had crossed the Potomac there, and interrupted the telegraph.

In the meantime the excitement at Frederick, Md. continues. All the sick from the hospitals, with the Provost Guard of the town, were removed—the former going to Annapolis.

The Government stores were also removed from Frederick, as they had previously been successfully removed from Harper's Ferry.

No reason is given for this movement from Frederick, as no hostile forces were known to be within twenty miles of the place, except a cavalry detachment at Point of Rocks, twelve miles off.

Gen. TYLER remained at Monocacy in command of Gen. WALLACE's force, that point being the extreme western limit of this department. He is protecting the great railroad bridge of Monocacy River, three miles from Frederick. No signs of the enemy had appeared up to last night.

The true object and extent of the whole movement are as yet a mystery. It is known from refugees from Martinsburgh, Winchester and other places in Virginia, that the rebels are remorselessly and relentlessly enforcing the conscription, taking all the males between sixteen and sixty, who have left their homes. Every horse is taken on the line of march, and scouting parties visit the country roads and steal them all, whether owned by friend or foe. The capture of supplies and the diversion of the reinforcements going to GRANT are very probably the reasons for the raid.

Provisions and all kinds of supplies are, no doubt, very scarce in Virginia at present, and the rebels hope to make a large haul on this side of the Potomac. But they have evidently been disappointed thus far. Maj.-Gen. EARLY commands the expedition, which is composed of cavalry, infantry and artillery. EARLY is reported to be EWELL's successor. Gen. RANSOM is believed to have charge of the cavalry, and as he is said to be STUART's successor, the object of the enemy may be inferred to be an important one on the part of Gen. LEE. The infantry force is said to be under the command of Gen. EARLY himself. EWELL's late corps now probably numbers not less than 12,000 men.

Other reports name BRECKINRIDGE, IMBODEN, JENKINS, and even WHEELER, as leaders. But both the Southern JENKINS' are dead, WHEELER is known to be in Tennessee, and BRECKINRIDGE's presence in the Valley is very doubtful.

Gen. WALLACE is very active, and is making every preparation that prudence may suggest.

REPORTS FROM HARISBURGH.

HARRISBURGH, Monday, July 4—Midnight.

Official information from the border received by the Governor to-night indicates that the enemy is again advancing northward, on a raid. Yesterday morning, at 6 o'clock, SIGEL was attacked simultaneous at Leetown and Dark Hollow, or Darkville, Va., by a large force of the enemy, said to be under Gens. RANSOM and EARLY, and driven from his position, with slight loss. Gen. SIGEL says there were 2,600 cavalry in the rebel forces. The number of their infantry could not be ascertained, but it is supposed to be large. The rebels have succeeded so far in concealing their numbers.

From Gen. SIGEL's dispatch it is ascertained that 1,100 of the rebel cavalry had got in his rear, by the way of North Mountain; but whether this body is in addition to the 2,600 before mentioned, or part thereof, is not plain.

A dispatch just received by the Governor says that [illegible] cavalrymen were seen within five miles of Hagerstown this afternoon. This came from the Hagerstown telegraph operator, who has not been heard from since five o'clock this afternoon, and it is supposed has left the place.

Other reports considered reliable represent that there are no rebels this side of the Potomac.

It is no doubt the purpose of the enemy's cavalry to advance as far as they can into Pennsylvania to steal horses and provisions.

Of Gen. COUCH's movements it is improper to speak. He will be in consultation with the Governor, and will have the sole management of ample preparations for a warm reception of the enemy on their annual visit. The Old Reserves are ready to respond, and are on their way to their posts.

The Governor will no doubt issue a proclamation to-morrow. All the militia responding will be clothed, equipped and subsisted by the General Government during the emergency. No pains or expense will be spared by the General Government in upholding and supporting the militia.

There is some excitement and apprehension here; but in official circles there is no fear but that Gen. COUCH will succeed in thwarting the demonstration.

But little more news is expected to-night. Contrabands are coming North, like clouds before a storm.

THE STATE MILITIA CALLED FOR.

Twelve Thousand Men Wanted from New-York.

ALBANY, Tuesday, July 5.

The President informs Gov. SEYMOUR that the rebel forces, estimated at from 15,000 to 20,000 strong, have invaded Maryland, and taken Martinsburgh and Harper's Ferry, and are threatening other points; that the public safety requires a call upon the State Executives for a militia force to repel the invasion, and he calls upon the State of New-York for 12,000 militia, as its quota, to serve 100 days.

A CALL ON PENNSYLVANIA.

12,000 One Hundred Days' Men Wanted.

HARRISBURGH, Tuesday, July 5.

PROCLAMATION.

Whereas, the President of the United States has this day made a call upon the Commonwealth of Pennsylvania for 12,000 militia or volunteer infantry, to serve at Washington and its vicinity, for one hundred days, unless sooner discharged, I ANDREW G. CURTIN, Governor of the said Commonwealth, do make this my proclamation, in response thereto, and do hereby call on the freemen of Pennsylvania to come promptly forward as they have heretofore done, and fill the requisition for this important service. It is apparent that the enemies of our Government, in desperation, are threatening us with an armed force, in the hope that the army of Gen. GRANT may be withdrawn from before Richmond, and I call upon the citizens of this Commonwealth, capable of bearing arms, to come forward without delay, and thus aid our heroic brothers in the great army of the Republic.

Given under my hand and the great seal of the State at Harrisburgh, this fifth day of July, in the year of our Lord, one thousand eight hundred and sixty-four, and of the Commonwealth the eighty-ninth.

ELI SLIFER, Sec'y of the Commonwealth.
By the Governor.

GREAT CONFLAGRATION IN SARATOGA.

The Water-Cure Establishment at Saratoga Burned.

TROY, N. Y., Tuesday, July 5.

The fire at Saratoga on Monday destroyed all the buildings on Broadway south of Union Hall to the Clarendon Hotel. West of these the buildings are small wooden structures, except the Water Cure, in which the fire originated, and which was destroyed. The total loss is $60,000. None of the large hotels were in the least injured.

THIRD DISPATCH.

SARATOGA, Tuesday, July 5.

The Bethesda Water Cure, the International Hotel, and all the buildings between the Crescent and Clarendon Hotels are destroyed. The Crescent, Union and Congress Hotels are not burned.

FOURTH DISPATCH.

SARATOGA, Tuesday, July 5.

The fire broke out yesterday at 2 P. M. and destroyed the Bethesda Water Cure; loss $40,000; insurance $18,000. One large boarding-house, several dwelling-houses and barns, shops, &c., were also burned to the ground; total loss $60,000.

FIFTH DISPATCH.

Union Hall was not in any way injured by the fire which broke out in this place yesterday. There are now stopping at this hotel 240 guests. Last evening a band of music arrived here, engaged by Mr. W. W. LELAND, and discoursed most patriotic airs. The festivities of the day wound up with a grand hop, in which all the guests of the house, and many others, participated.

Union Hall Safe.

The following dispatch has been received at the Metropolitan Hotel:

SARATOGA, Tuesday, July 5, 1864.

To S. Leland & Co.:

Union Hall is safe. Very little damage. No interruption to business. Water Cure establishment and some other buildings burnt. W. W. LELAND.

Capture of Another Prize.

BOSTON, Tuesday, July 5.

The British steamer *Jupiter*, from Nassau, N. P., for Wilmington, N. C., arrived here to-day, having been captured June 27, lat. 29° 47′, lon. 76° 30′, by the U. S. steamer *Proteus*. She is in charge of Acting-Gunner W. H. PIERCE and a prize crew. All her cargo was thrown overboard during the chase. She is an iron side-wheel steamer of about 200 tons.

Strike on the Reading Railroad.

PHILADELPHIA, Tuesday, July 5.

The *Bulletin* says: "There is a strike for wages among the employes of the Reading Railroad and some of its lateral branches. From the fact that no coal is arriving in the city to-day it is presumed that the strike is general along the entire length of the road, and upon all its branches. The officers of the company decline to give any information upon the subject.

Fire.

BOSTON, Tuesday, July 5.

The large brick building on Eastern-avenue, known as the Merchants' Grain Elevator Mills, was badly damaged by fire this morning. The building was valued at $150,000, and was insured for $82,000. Sixty thousand bushels of grain, of all kinds, was in the building, all of which was more or less damaged by fire and water. The total loss has not yet been ascertained.

New-York and the War—The Surplus of the State 4,733.

ALBANY, Tuesday, July 5.

Gov. SEYMOUR has been officially informed by Provost-Marshal-Gen. FRY that the State of New-York is entitled to a credit of 4,733 men over all calls. It appears that this State has sent more than 300,000 men to the war.

[Advertisement.]

COLTON DENTAL ASSOCIATION.

"This may certify that the Colton Dental Association of the City of New-York, have, after administering to us the nitrous oxide gas, extracted for us, without pain, the number of teeth, and at the dates opposite to our respective names. The gas was pleasant, and the operation satisfactory."

The above certificate has been signed by four hundred and thirty patients since the 4th of February last (as can be seen at our office), embracing many distinguished ladies and gentlemen. No patient has ever hesitated to sign it. Office No. 22 Bond-st., New-York.

The Arm and Leg (Palmer's Patent,) supplied soldiers by the inventor, Broadway, corner Astor-place, New-York, and No. 1,609 Chestnut-st., Philadelphia. By order of the SURGEON-GENERAL.
B. FRANK PALMER, Surgeon-Artist.

Hill, Inimitable Cutter of Hair. Styles neat and suitable, executed in the best manner only. Shaving 10c. Hair Dye 50c. Black or brown. No. 1 Barclay-st.

Defiance Fire and Burglar-Proof Safes. Also, SIDEBOARD and PARLOR SAFES, for silver-plate, &c., at No. 63 Murray-st., corner of College-place. ROBERT M. PATRICK.

Stammering Cured by Bates' Appliances.—For (7th edition of) pamphlet and drawings describing them, address H. C. L. MEARS & CO., 277 W. 23d-st., N.Y.

A New Perfume for the Handkerchief.
Phalon's "Night Blooming Cereus."
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A Most Exquisite, Delicate and Fragrant Perfume, Distilled from the Rare and Beautiful Flower from Which it takes its name. Manufactured only by PHALON & SON.
BEWARE OF COUNTERFEITS.
ASK FOR PHALON'S—TAKE NO OTHER.
Sold by druggists generally.

Demulcent, Demulcent.
DEMULCENT, DEMULCENT, DEMULCENT.
DEMULCENT.
This entirely new soap, for chapped and tender hands, is made only by J. C. HULL'S SON, No. 32 Park-row, N. Y. To be had of all druggists and grocers.

A Certain Cure for Hernia or Rupture.
WHITE'S "PATENT LEVER TRUSS."
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Is LIGHT, CLEAN and EASY. NO PRESSURE on the BACK or SPERMATIC CORD. Pressure is INWARD and UPWARD. CURES WARRANTED. Send a stamp for a pamphlet.
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The best in the world, the only reliable and perfect dye known. Instantaneous and harmless. The genuine is signed WILLIAM A. BATCHELOR. Sold by all druggists and perfumers. Factory No. 81 Barclay-st.

Dyspepsia Tablets, for Indigestion, Heart-BURN, &c. PREPARED ONLY BY S. G. WELLING, NO. 571 BROADWAY, SECOND FLOOR. PRICE 50c. A BOX. FOR SALE BY ALL DRUGGISTS.

Ivory Brooches, Ear-Rings, Combs, Hair-PINS, SLEEVE-BUTTONS, &c. AT WELLING'S, 571 BROADWAY, SIGN OF THE GOLDEN ELEPHANT.

Wilder's Patent Salamander Safes—the BEST FIRE-PROOF SAFE IN THE WORLD. Depot No. 100 Maiden-lane.

Grover & Baker's Highest Premium Elastic Stitch Sewing Machines, No. 495 Broadway, New-York, and No. 235 Fulton-st., Brooklyn.

Wheeler & Wilson's Highest Premium LOCK-STITCH SEWING-MACHINES.
No. 625 Broadway.

Trusses, &c.—MARSH & CO.'S Radical Cure Truss Office, only at No. 2 Vesey-st. Also, supporters, bandages, silk elastic stockings, &c. A lady attendant.

MARRIED.

DUBOIS—PARKER.—On Sunday evening, July 3, by Rev. H. W. Knapp, Mr. JAMES DUBOIS and Miss ELIZA A. PARKER, both of this City.

HICKS—SMITH.—On Sunday, July 3, by Rev. Edward Olden, Mr. HARRISON HICKS, of Utica, N. Y., and Miss HANNAH W. SMITH, of Stamford, Conn. No cards.

KELLOGG—BAIRD.—In Yonkers, on Wednesday, June 29, by Rev. D. M. Seward, D. D., JOHN O. KELLOGG and LIZZIE J. BAIRD.

ROCKWOOD—DWIGHT.—At Providence, R. I., on Saturday, July 2, by Rev Samuel L. Caldwell, D. D., E. ARTHUR ROCKWOOD, of New-York, and Miss KATE E. DWIGHT, daughter of the late G. L. Dwight, of Providence.

SIMPSON—CLIFTON.—On Monday, July 4, by Rev. Dr. Woodruff, JOHN H. SIMPSON, of New-York, and Miss ADA P., youngest daughter of the late Capt. A. H. Clifton, of Brooklyn. No cards.

SOUTHWICK—BRYANT.—On Sunday, July 3, by Rev. E. H. Gillet, GEORGE W. SOUTHWICK, of Harlem, N. Y., and SOPHIA A. BRYANT, of Sag Harbor, L. I. No cards.
☞ Eastern papers please copy.

TOMPKINS—MORRIS.—On Sunday, July 3, by Rev. John B. Hagany, Mr. C. F. TOMPKINS, of New-York City, and Miss JENNIE E. MORRIS, of Hoboken, N. J. No cards.

WINNE—BOUCHER.—On Saturday, July 2, by Rev. Dr. Cummings, JOHN C. WINNE and LOUISE, eldest daughter of Alfred Boucher, all of this City.

WOODRUFF—NICHOL.—In Brooklyn, on Sunday, July 3, by Rev. G. S. Gilbert, Mr. WILLIAM WOODRUFF, of Yonkers, and Miss SARAH M. NICHOL, of Brooklyn.

DIED.

CLINCH.—On Tuesday morning, July 5, HENRY G., son of Frederick and S. Sophia Clinch, in the 16th year of his age, of congestion of the brain.
The friends and relatives of the family, and also those of his uncle, J. W. Clinch, are invited to attend his funeral, from the residence of his father, No. 93 3d st., this day, (Wednesday,) at 4 P. M. The remains will be taken to the Marble Cemetery, 2d-st.

CUTTING.—On Tuesday, July 5, in the 89th year of her age, Mrs. GERTRUDE CUTTING, widow of the late William Cutting, and the last surviving child of the late Walter Livingston, of Livingston Manor.

HOOPER.—On Tuesday evening, July 5, suddenly, JOSEPH HOOPER, of Brooklyn, late of Newburyport, Mass.
Funeral Thursday, at 4 o'clock P. M., from the Church of the Redeemer, corner of Pacific-st. and 4th-av. Friends and acquaintances are invited to attend.

MILLER.—At Peekskill, on Sunday evening, July 3, JOSEPH T. MILLER, aged 16 years and 6 months, only son of Leonard Miller, of New-York.
The friends of the family are invited to attend his funeral, from the residence of Mrs. Susan Brown, Peekskill, at 2½ o'clock P. M., Tuesday, July 5.

MILLER.—In Fiddletown, Amador County, on Saturday, June 11, of consumption, Mr. SAMUEL R. MILLER, formerly of New-York City, aged 37 years, 2 months and 4 days.

McILHATTEN.—On Tuesday, July 5, of consumption, MARGARET, youngest daughter of Samuel and Martha McIlhatten, aged 22 years.
The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of her parents, No. 150 West 19th-st., this day, (Wednesday,) at 3 o'clock.

NELSON.—At Rhinebeck, on Saturday, July 2, FRANCES H., wife of Dr. T. Nelson, and only sister of H. B. and E. E. Cowles, Esq., of this City, aged 63 years.

OLYPHANT.—At Paris, France, on Tuesday, May 10, DAVID BURR OLYPHANT, aged 22 years.
The funeral will take place at Morristown, N. J., from the house of his father, David Olyphant, on Thursday morning, the 7th inst., at 11 o'clock, or after the arrival of the train which leaves New-York at 8:30 A. M., and returning leaves Morristown at 3 P. M.

POAG.—In Brooklyn, on Monday morning, July 4, Mrs. ELIZA K. POAG, aged 39 years.
Her friends, and the friends of the family are invited to attend the funeral, from the residence of her brother, Henry A. Kent, 3d-av, and City line, this afternoon, at 4 o'clock.

PECKHAM.—Suddenly, at Yonkers, on Tuesday, July 5, LIZZIE C., second daughter of Elizabeth and the late Alfred G. Peckham, aged 22 years.
Her young friends, and those of the family, are respectfully invited to attend her funeral, at St. John's Church, Yonkers, on Friday morning, at 9½ o'clock. Carriages will be in waiting on the arrival of the 8:22 train from 30th-st.
☞ Providence papers please copy.

RICH.—On Monday evening, July 4, at Miles-square, Yonkers, JOHN, son of the late Lewis Rich, aged 63 years.
The funeral will take place at his late residence, on Thursday, July 7, at 12 o'clock M. The friends and relatives of the family are requested to attend, without further invitation. Carriages will meet the 10:30 Harlem train from 26th-st., at the West Mount Vernon Depot.
☞ California and Iowa papers please copy.

RICH.—Killed on Saturday, June 18, before Petersburgh, JAMES B. RICH, in the 24th year of his age, formerly of the Brooklyn 14th Vols.
☞ Pennsylvania papers please copy.

TAYLOR.—On Monday, July 4, of typhoid fever, JOSEPH T. TAYLOR, youngest son of the late John A. and Livinia A. Taylor, in the 25th year of his age.
The relatives and friends of the family are respectfully invited to attend his funeral, this (Wednesday) afternoon, at 2 o'clock, from his late residence, No. 162 West 26th-st.
☞ Monmouth County, N. J., papers please copy.

WHEELER.—Killed at the battle of Culp's Farm, Ga., on Wednesday, June 22, Capt. WILLIAM WHEELER, of the 13th New-York Battery of Artillery, son of the late Russel C. Wheeler, Esq., of this City.
The funeral services will be held in the Mercer-st. Church, on Thursday, the 7th inst., at 10½ o'clock A. M. His friends, and those of his family, are invited to attend, without further invitation.

OFFICIAL DRAWINGS OF MURRAY, EDDY & CO.'S KENTUCKY STATE LOTTERY.

KENTUCKY, EXTRA CLASS 413.—July 5, 1864.
27, 6, 53, 24, 72, 43, 33, 35, 20, 42, 46, 55, 61.

KENTUCKY, CLASS 414.—July 5 1864.
24, 19, 1, 66, 67, 72, 77, 59, 49, 34, 18, 23, 53.

Circulars sent free of charge, by addressing either to MURRAY, EDDY & CO., Covington, Ky., or St. Louis, Mo.

SHELBY COLLEGE LOTTERY, OF KENTUCKY.

EXTRA CLASS 317.—July 5, 1864.
63, 40, 8, 12, 69, 29, 44, 59, 9, 72, 11, 51, 66.

CLASS 318.—July 5, 1864.
44, 6, 60, 42, 45, 24, 32, 27, 54, 59, 7, 18, 48.

Z. E. SIMMONS & CO., Managers.
Covington, Ky.

ROYAL HAVANA LOTTERY.—SIXTY per cent. premium paid for prizes; information furnished; the highest rates paid for doubloons, and all kinds of gold and silver. TAYLOR & CO., Bankers, No. 16 Wall-st.

ENGLISH DOG-FISH SKINS, FOR SWORD MANUFACTURERS.
W. N. SEYMOUR & CO., No. 4 Chatham-square.

THE GOVERNMENT LOAN OF $200,000,000.

THIS LOAN IS AUTHORIZED by Act of Congress of March 8, 1864, which provides for its REDEMPTION IN COIN, at any period not less than ten or more than forty years from its date, at the pleasure of the Government.

UNTIL ITS REDEMPTION, five per cent. interest is to be paid semi-annually, IN COIN.

SUBSCRIPTIONS TO THE LOAN are received by the National Banks in United States notes, or in such currency or other funds as are taken by them on deposit at par.

ITS EXEMPTION FROM STATE OR LOCAL TAXATION adds from one to three per cent. per annum to its value.

THE RATE OF INTEREST on this loan, although but five per cent. in coin, is as much greater in currency as the difference between the market value of currency and gold.

AS A RULE, the five per cent. specie securities of all solvent Governments are always at par or above, and currency now funded in the National Loan will be worth its face in gold, besides paying a regular and liberal per centage to the holder.

THE AUTHORIZED AMOUNT of this loan is two Hundred Million Dollars. The amount of subscriptions reported to the Treasury at Washington is over

$70,000,000.

SUBSCRIPTIONS WILL BE RECEIVED by the Treasurer of the United States at Washington, and the Assistant Treasurers at New York, Boston and Philadelphia, and by the
First National Bank of New-York, No. 4 Wall-st.
Second National Bank of New-York, 23d-st. and Broadway.
Third National Bank of New-York, No. 5 Nassau-st.
Fourth National Bank of New-York, 27 and 29 Pine-st.
Fifth National Bank of New-York, No. 338 3d-av.
Sixth National Bank of New-York, 6th-av. and Broadway.
Ninth National Bank of New-York, No. 363 Broadway.
Tenth National Bank of New-York, No. 240 Broadway.
Central National Bank of New-York, No. 71 Duane-st.
National Exchange Bank of New-York, No. 184 Greenwich-st.

AND BY ALL NATIONAL BANKS which are depositaries of public money, and all RESPECTABLE BANKS AND BANKERS throughout the country, (acting as agents of the National Depositary Banks,) will furnish further information on application and AFFORD EVERY FACILITY TO SUBSCRIBERS.

CLOTHING.
SUMMER GOODS AT OLD PRICES.
DEVLIN & CO.,
have a moderate Stock of SUMMER CLOTHING, manufactured previously to the last season, which will be sold at
WHOLESALE OR RETAIL,
at prices based upon GOLD at PAR, a fine opportunity for Country Dealers.
DEVLIN & CO.
BROADWAY, corner GRAND-ST.
BROADWAY, corner WARREN-ST.

UNTIL THE HOUR OF SICKNESS HOW few think of the necessity of having a remedy at hand. Simple articles should always be on hand, such as Paregoric, Syrup Squills, Laudanum, Spirits Lavender, spiced and simple Syrup Rhubarb, Syrup Squills, Spirits Camphor, Hartshorn, Essence Ginger, Liniment, &c. NO HOUSEHOLD should be without them. In case of sickness at night, and if away from home, it is still more important. These things cost but little. Mr HELMBOLD, Druggist, No. 594 Broadway, next the Metropolitan Hotel, is doing a large family business, because he has vials of all prepared, and will furnish the whole with the guarantee of being pure, freshly and properly prepared, at no greater outlay than two or three dollars.

CHEVALIER'S
LIFE FOR THE HAIR.
Restores gray hair to its original color, stops its falling out in three days, *keeps the head clean, cool and healthy*, will not stain the skin or soil the whitest fabric. The best hair-dressing ever offered to the public. Can be used freely; contains nothing injurious; strengthens and promotes the growth of the weakest hair. *Is recommended and used by the first medical authority in New-York.* All are freely invited to examine this wonderful triumph of science. Sold at the drug-stores and at my office, No. 1,123 Broadway, where advice as to treatment of the hair will be gratuitously given.
SARAH A. CHEVALIER, M. D.
Price $1 per bottle; $5 per half-dozen, in fancy boxes. Can be sent by express.

NO MISTAKES
Happen at HELMBOLD'S new drug-store, No. 594 Broadway, next Metropolitan Hotel, and the best can always be had there.

ESTABLISHED 1809.
ENOCH MORGAN'S SONS,
Manufacturers of
SOAP AND CANDLES.
Pearl Mottled, Best Family, Genuine Castile, Toilet and other Soaps constantly on hand.
Store No. 211 Washington-st.; Factory No. 440 West-st.

EUROPEAN STEAMERS.
Just received, a large assortment of fine French extracts, pomades, toilet-sets, hair-brushes, &c., at HELMBOLD'S New Drug-store, No. 594 Broadway, next Metropolitan Hotel.

CITIZENS AND SOJOURNERS.
Call and examine the arrangements at HELMBOLD'S new drug-store, No. 594 Broadway, next Metropolitan Hotel. *You will be welcome.*

THE RECEPTION ROOM
Attached to HELMBOLD'S new drug-store is designed for persons waiting for prescriptions.

DEBILITY.
DEBILITY.
DEBILITY.
DEBILITY.
For Debility, nothing can equal the TONIC and INVIGORATING effects of the
PERUVIAN SYRUP,
PERUVIAN SYRUP,
PERUVIAN SYRUP,
which supplies the blood with its VITAL PRINCIPLE, or LIFE ELEMENT, IRON, infusing STRENGTH, VIGOR and NEW LIFE into all parts of the system. Pamphlets free.
J. P. DINSMORE, No. 491 Broadway.
Sold by all Druggists.

CENTRAL UNION LINCOLN AND JOHNSON CAMPAIGN CLUB.—A meeting of the Executive Committee of the above Club will be held at headquarters, Broadway, corner of 23d-st., on WEDNESDAY EVENING, July 6, 1864, at 8 o'clock. Punctual attendance is requested. JOHN M. COSTA, Chairman.
ALLAN COOPER, HERMAN G. CARTER, } Secretaries.

DIARRHOEA, DYSENTERY, CHOLERA, CHOLERA MORBUS, &c.—Certain and immediate cure. HEGEMAN & CO.'S celebrated Diarrhoea Remedy has been used with unfailing success since the Cholera season of 1832. A single dose will usually check the diarrhoea in a few hours. Prepared only by HEGEMAN & CO., Chemists and Druggists, New-York. Sold by all the principal Druggists in the United States.

NEW PUBLICATIONS.

THE CHENANGO DISASTER.
HURD & HOUGHTON,
No. 401 Broadway, N. Y.,
will publish on
WEDNESDAY, July 6,
THE BOILER EXPLOSION
of the Martin boiler on board the United States "double-ender" CHENANGO.
THE CORONER'S INQUEST.
A full report of the testimony, the charge of Dr. NORRIS to the Jury, and the two verdicts.
1 vol. 8vo. paper: price 75 cents.
Sent by mail, prepaid, on receipt of the price.

RIFLED ORDNANCE.
A Practical Treatise on the application of
THE PRINCIPLE OF THE RIFLE
to guns and mortars of every calibre, to which is added a new theory of the initial action and force of fired gunpowder,
BY LYNALL THOMAS, F. R. S. L.
One volume, 8vo, cloth. Price $2.
Published by
D. VAN NOSTRAND, No. 192 Broadway.
Copies sent free by mail on receipt of price.

THOSE PECULIAR BOOKS, PUBLISHED by CALVIN BLANCHARD, No. 30 Ann-st., N. Y. You can get them by mail, "O. K.," or by express, "C. O. D." Send your address, on a stamped envelope, for catalogue.

THE REMEDY OF THE AGE.
THE CELEBRATED
TROPICAL BALSAM,
PREPARED BY CARRENO BROTHERS & CO.,
Known as INFALLIBLE for the speedy cure of PHTHISIS, CROUP, and all other affections of the CHEST AND THROAT. Affections resulting from FALLS, BLOWS, BRUISES, HEMORRHAGES, WOUNDS, CONTUSIONS, ULCERS, PILES, FELONS, BURNS, CHAPPED LIPS, HANDS, &c., HEADACHE, TOOTHACHE, EARACHE, and all other NEURALGIC, RHEUMATIC, and SPASMODIC PAINS.
Valuable letters, certifying to the wonderful cures effected by this precious medicine, are published in the TRIBUNE, the INDEPENDENT, and the COURRIER DES ETATS-UNIS.
Full directions for use are around each bottle, and circulars containing said directions and a large number of testimonial letters, can be had at the General Depot, and will be sent to private residences on request.
[Copy.]
☞ Office of the Laboratory of Dr. J. G. Pohle, late of Jas. R. Chilton & Co., No. 93 Prince-st., corner of Mercer.
James R. Chilton, M. D., Julius G. Pohle, M. D., Analytical and Consulting Chemists:
NEW-YORK, June 14, 1864.
I have made a chemical analysis of the Tropical Balsam prepared by Messrs. Carreno Bros. & Co., and found, after a thorough examination of it, that it is composed exclusively of vegetable substances—principally of gums and resins—possessing decided medicinal properties. It contains nothing that can prove deleterious to health when taken internally or applied externally; its astringent and healing properties being well calculated to stop hemorrhages and heal wounds, ulcers, &c.
(Signed) JULIUS G. POHLE, M. D.,
Successor to Dr. Jas. R. Chilton & Co.,
Analytical Chemist. ☜
Heads of families are advised to keep always this Balsam by them, in order to use it in time in cases of WOUNDS, HEMORRHAGES, BURNS, BRUISES, &c., thus obtaining an immediate cure, and saving time, suffering and money; also, those who are devoted to such occupations as expose them to danger, or require the use of instruments wherewith they may be injured.
Price of bottles, 37 cents, and $1.
General Depot at WM. E. SIBELL'S, No. 5 Wall-st., New-York. Retailed at the drug-stores in New-York, Brooklyn, Philadelphia and Baltimore.

DELICIOUS.
HELMBOLD'S ICE-CREAM SODA.
TWENTY VARIETIES OF SYRUP.
Lemon, Sarsaparilla, Orgeat, Raspberry, Ginger, Strawberry, Catawba, Chocolate, Vanilla, Nectar, Hock, Peach, Pineapple, Jarganella Pear, Blackberry, Banana, Wild Cherry, Orange, Spice, Coffee.
Kissengen and Vichy Waters on draught or in bottles.
PARTICULAR ATTENTION.
All syrups made of the best material. Fruit syrups of fresh and selected fruit; cream of pure cream, and water drawn from porcelain lined fountains. The great objection that many have to the drinking of soda is, that the water is from copper fountains, the syrups made of extracts, and cream of artificial character. The proprietor has spared no expense to overcome the above objections, the marble from which the syrups are drawn, on top of counter, alone, costing one thousand dollars.
Your patronage respectfully solicited.
HELMBOLD'S DRUG AND CHEMICAL WAREHOUSE, NO. 594 BROADWAY.

WATERING-PLACES.
IT IS IMPORTANT, IN FACT NECESSARY, that you provide yourself with the following articles before starting: Tooth, Hair, Nail and Flesh Brush, Tooth Powder, Pomade, Extracts, Cologne, or Toilet Water, and a nice traveling case to hold the same in compact form. Mr. HELMBOLD, Druggist, of No. 594 Broadway, has prepared himself to furnish the above, having a large assortment always on hand, and his establishment is patronized by all; the fashionable and wealthy, because they can always find what they wish, and by others, because they procure articles at reasonable rates—and all are sure that their patronage is appreciated by polite and gentlemanly attendants. Recollect this, and also recollect the place.
HELMBOLD'S New Drug and Chemical Warehouse, No. 594 Broadway, near Metropolitan Hotel.

35 YEARS AND 8 MONTHS
Is the combined experience of the gentlemen engaged at Helmbold's New Drug-store; an average of over 7 years for each one in the best Broadway stores, and each prescription is read by two persons, and checked before going out.
Recollect this,
those who have prescriptions that invariably require care.
And also recollect
HELMBOLD'S NEW DRUG-STORE, No. 594 Broadway, next Metropolitan Hotel.

CHAPTER II.
And he did many wonderful works, insomuch that his name was pronounced in many tongues.
And there came in unto him Judith, from the seaport of New-Bedford, who had been sick for many years, and after some days her pains were gone, she slept soundly, and did rejoice in eating her food.
And Asa, from those which are called Quakers in the great City of Philadelphia, wrote an epistle saying "O! Drake, accept thou this money, which is called Greenback and hath the picture of Abraham thy friend on one end—for verily, I was weak, exhausted and despondent. I ate but little and suffered many pains, and thy Plantation Bitters gave me health, likened only unto the vigor of youth."
And upon such as were afflicted with Liver Complaint, with Sour Stomach, with General Debility, and Dyspeptic pains, in all parts of the land, did these Bitters produce astonishing cures.
But some unbelievers existed—and some croakers arose—those whose occupation was gone—and they said many malicious things, and trumpeted their dying sorrows through many papers.
Then Abraham came the closer unto Drake and said: "This reminds me of a story, which is to say, 'Boys always stone the best trees.' Be of good cheer. Once in Sangamon County even I was bilious"—but the bursting of a shell from the direction of Petersburgh caused Abraham to travel a little fast, and he only said "Send me a bottle of Plantation Bitters for I have not time to wait;" so we have lost his story.
But Drake flourisheth like a green bay tree—the sucker bear witness to his skill, and the fences proclaim his works, so that those who run may read, and none need suffer who will use the Plantation Bitters.
And the multitude with one voice said: "Explain unto us the Delphic meaning of S. T. 1860. X." But because of the many people his voice could not be heard, and he promised to explain all in his next Epistle which will be Chapter III.
And the crowd departed, each with a bottle of Bitters in their hands.

FISH'S PATENT COOKING LAMP.
NO. [illegible] PEARL-ST., NEW-YORK.

WATCHES AND JEWELRY
of all descriptions
FOR SALE BY
GEO. C. ALLEN, No. 415 Broadway,
One door below Canal-st., formerly No. 11 Wall-st.
Closed on Saturday at 3 o'clock.

FINANCIAL.

OFFICE OF
VERMILYE & CO., BANKERS,
NO. 44 WALL-ST., NEW-YORK.

We are prepared to convert the U. S. 7.30 TREASURY NOTES into the 6 per cent. BONDS of 1881, with promptness, and on favorable terms.

Also, BUY and SELL, at market rates, all kinds of GOVERNMENT SECURITIES, including
U. S. 5.20 BONDS.
U. S. 7.30 TREASURY NOTES.
U. S. 12 MOS. CERTIFICATES OF INDEBTEDNESS.
U. S. QUARTERMASTERS' CHECKS.
U. S. Two Year 5 per cent. LEGAL TENDER NOTES.
U. S. 6 per cent. COUPON and REGISTERED, of 1881.
MATURING CERTIFICATES OF INDEBTEDNESS collected or purchased.

U. S. FIVE PER CENT. 10-40 BONDS.

We keep on hand, for immediate delivery, an assortment of Bonds of this new Loan.
VERMILYE & CO.

MEYLERT & CO.,
No. 6 Wall-st.,
BANKERS & BROKERS.
Stocks, Bonds and Gold bought and sold on commission. Collections made on all accessible points. Money received on deposit.

$2,000,000 LOAN
OF THE
COUNTY OF NEW-YORK.

Subscriptions are hereby invited to a loan of two million dollars, authorized by an ordinance of the Board of Supervisors, approved by the Mayor June 15, 1864, entitled an ordinance to provide for the procurement of volunteers for the armies of the Union, as part and parcel of the quota of the City and County of New-York, under any future call of the President for men."

The proper books for such subscriptions will be opened at the Comptroller's office on and after SATURDAY, the 18th of June, instant, and will remain open until the whole sum shall be taken.

Subscribers will be required to deposit with the County Treasurer, at the Broadway Bank, within five days after entering their subscriptions, the amount subscribed for by them respectively, and on presenting his receipts for the money to the Comptroller, they will receive bonds of the County for equal amounts, redeemable on or before June 1, 1865, with interest from the date of payment, at the rate of six per cent. per annum.

Our fellow-citizens and the public generally are respectfully invited to coöperate with the Board of Supervisors in the benevolent and patriotic purpose of supplying the quota of men from this County, on the call of the President for more men for the army, soon to be made public, without resorting to a draft for that purpose. Action will not be taken to raise volunteers under the ordinance referred to, until a sufficient amount is subscribed to warrant the Committee in proceeding in this matter.
MATTHEW T. BRENNAN, Comptroller.
CITY OF NEW-YORK—DEPARTMENT OF FINANCE, COMPTROLLER'S OFFICE, June 18, 1864.

No. 59 EXCHANGE-PLACE, corner of Broad-st., N. Y.
JOLIET AND CHICAGO RAILROAD COMPANY'S STOCK.

We offer for sale a limited amount of the above stock.

The road is 37 miles long, commencing at Joliet, in Illinois, and terminating at Chicago.

The total amount of the stock of the company is $1,500,000, the greater part of which has already been purchased by capitalists as a permanent investment.

The road has been leased in perpetuity by the Chicago and Alton Railroad Company, as required by the charter obtained from the Legislature of Illinois, under which that company was reorganized, and is irrevocable.

The lease requires the payment of a rent monthly to the United States Trust Company, in the City of New York, sufficient to pay a quarterly dividend of 1¾ per cent. of 7 per cent. per annum, free of United States Government tax, imposed or to be imposed.

As an additional security for the payment of the rent, 12-257ths of the gross receipts of the Chicago and Alton Railroad are irrevocably pledged for that purpose.

We recommend this stock to parties seeking a safe investment.

For further particulars, apply to
M. K. JESUP & COMPANY.

NEW-YORK AND HARLEM RAILROAD COMPANY, PRESIDENT'S OFFICE, NEW-YORK, JULY 1, 1864.
SECOND MORTGAGE BONDS $1,000,000, DUE AUG. 1, 1864.

Notice is hereby given that the Bonds of the above issue will be paid at their maturity, Aug. 1, 1864, at the Office of the Company, corner of 4th-av. and 26th-st., and that the interest on the same will cease from that date.
WM. H. VANDERBILT, Vice-President.

BROWN, BROTHERS & CO.,
NO. 56 WALL-ST.,
ISSUE COMMERCIAL AND TRAVELERS' CREDITS FOR USE IN THE COUNTRY AND ABROAD.

AUGUST BELMONT & CO.,
BANKERS,
No. 50 Wall-st.,
Issue circular Letters of Credit for travelers on all parts of Europe, &c.

PEOPLE'S FIRE INSURANCE CO., NEW-YORK, June 25, 1864.
AT THE ANNUAL ELECTION OF THE PEOPLE'S FIRE INSURANCE COMPANY, held on the 21st inst., the following gentlemen were elected Directors for the ensuing year:

MATTHIAS CLARK,	CHARLES F. HUNTER,
JOHN W. LEWIS,	JOHN Q. MORE,
ABRAHAM LEGGETT,	MATTHIAS BLOODGOOD,
THOMAS WILLIAMS,	ELIPHALET BOOTMAN,
ALFRED BARMORE,	ABRAHAM R. VANNEST,
GEORGE WARNER,	GEORGE SCHMELZEL,
CHRISTOPHER GWYER,	PETER R. CHRISTIE,
SIMON SHINDLER,	JOSEPH B. MILLER,
JOHN P. YELVERTON,	SAMUEL RAYNOR,
JAMES S. LEWIS,	SAMUEL BIRDSALL,
SOLOMON BANTA,	THOMAS J. BLANCK,
WILLIAM MOIR,	CROWELL ADAMS,
HENRY S. TERBELL,	HENRY DAVID,
JAMES E. HEDGES,	J. G. BLAUVELT,
CORNELIUS STEPHENS,	PETER J. SCHULTZ,
P. JACKSON STEWARD,	ALBERT MANN,
WILLIAM HERTZEL,	JOHN F. VAN RIPER,
JOSEPH H. WOOD.	

And at a subsequent meeting of the Board, held on the 24th inst., MATTHIAS CLARK, Esq., was unanimously reëlected President for the ensuing year.
WILLIAM S. MARTIN, Secretary.

OFFICE OF THE EXCHANGE FIRE INSURANCE COMPANY, No. 170 Broadway, NEW-YORK, June 22, 1864.
AT THE ANNUAL ELECTION FOR Board of Directors, held the 22d inst., the following gentlemen were elected Directors for the ensuing year:

JAMES VAN NORDEN,	A. M. BININGER,
WILLIAM K. THORN,	EDMUND HURRY,
JOHN T. B. MAXWELL,	DANIEL B. PIERSON,
EDWARD C. JOHNSON,	CHARLES BUTTS,
WILLIAM S. FAITOUTE,	WILLIAM P. COOLEDGE,
RICHARD F. CARMAN,	WM. T. LONGWORTH,
JOHN RANDALL,	RICHARD C. COMBES,
LEVI ONDERDONK,	THOMAS B. PECK,
ELISHA BROOKS,	JOHN H. FOWLER,
JOHN W. AMERMAN,	J. G. GOTTSBERGER, JR.,
JAMES BUCHAN.	

At a subsequent meeting of the Board, JAMES VAN NORDEN, Esq., was unanimously reëlected President for the ensuing year.
RICHARD C. COMBES, Secretary.

OFFICE OF MARIPOSA COMPANY, No. 34 Wall-st.
NOTICE IS HEREBY GIVEN—THAT AT the drawing this day had of twenty-five bonds of this company for redemption out of the sinking fund, the following were drawn, viz.: Nos. 13, 53, 63, 83, 88, 95, 99, 129, 168, 216, 234, 429, 459, 494, 594, 637, 772, 816, 891, 1,058, 1,187, 1,335, 1,357, 1,364, 1,469, and that the same will be paid in gold on the 1st day of July next, on presentation at the office of the company. Bonds must be presented for payment within ten days after the 1st day of July next, under penalty of forfeiture of the right of redemption under this drawing.
JOHN WATT, Secretary.
NEW-YORK, June 6, 1864.

OFFICE OF THE AMERICAN FIRE-ARMS COMPANY, Room No. 73 Trinity Building, Broadway, NEW-YORK, June 28, 1864.
ELECTION.—THE ANNUAL ELECTION FOR Trustees for the ensuing year will be held at this office on the first MONDAY in July, between the hours of 12 M and 1 P. M.
GEO. T. MAY, Secretary pro tem.

The above election is postponed to the second MONDAY, July 11, in consequence of the first Monday falling on the 4th day of July.
GEO. T. MAY, Secretary pro tem.

THE FOLLOWING COUPONS, FALLING due July 1, are payable on and after that date, on presentation at our office:
Hannibal and St. Joseph Railroad Mortgage Bond Coupons.
Detroit and Pontiac Mortgage Bond Coupons.
Detroit and Milwaukee First Funded Coupon Bonds.
Also, Interest on New-York State Stock, Schenectady and Troy Railroad Loan.
Interest on New-York State Stock, Tonawanda Railroad Loan.
DUNCAN, SHERMAN & CO.

A SPECIAL MEETING OF THE STOCK-HOLDERS of the MASTERTON, SMITH & SINCLAIR STONE-DRESSING COMPANY, will be held at the office of Mr. Charles Abernethy, No. 23 Warren-st., on WEDNESDAY, July 6, at 12 o'clock M., for the purpose of extending the term of the corporate existence of said Company. ALEXANDER MILNE, President.
New-York, June 14, 1864.
FREDERICK E. GIBERT, WILLIS BLACKSTONE, EDWARD BILL, } Trustees.

CLEVELAND AND TOLEDO RAILROAD COMPANY'S OFFICE, CLEVELAND, June 14, 1864.
NOTICE IS HEREBY GIVEN THAT UN-TIL further notice, the Continental Bank of New-York City will act as the N. Y. transfer agent of the Cleveland and Toledo Railroad Company's stock. The bonds and coupons of the Company will be paid at the Continental Bank as they mature, on presentation. The Cleveland and Toledo Railroad Income Bonds of 1854, maturing July 1, 1864, will be paid as above.
H. C. LUCE, Treasurer.

OFFICE OF THE CHICAGO AND ALTON RAILROAD CO., M. K. JESUP & CO., Transfer Agents, No. 59 Exchange-place, corner Broad-st., NEW-YORK, June 24, 1864.
COUPONS OF CHICAGO AND ALTON Railroad first mortgage bonds, and coupons of Joliet and Chicago Railroad first mortgage 8 per cent. bonds, due July 1, 1864, will be paid at our office on and after that date, less Government tax.
M. K. JESSUP & CO., Agents.

STATE OF MICHIGAN, STATE TREASURER'S OFFICE, LANSING, June 28, 1864.
THE INTEREST DUE JULY 1, 1864, ON the bonds of the State of Michigan, will be paid at the Metropolitan Bank in the City of New-York.
J. OWEN, State Treasurer.

PHENIX BANK, NEW-YORK, July 1, 1864.
THE ANNUAL ELECTION FOR DIREC-TORS of this Bank and Inspectors of Election will be held at the Banking Office, on TUESDAY, the 12th inst. Polls open from 12 M. to 1 P. M. JOHN PARKER, Cashier.

FINANCIAL

PROSPECTUS
OF THE
COLUMBIA GOLD MINING COMPANY,
OF COLORADO.

CAPITAL..........120,000 SHARES.
NOMINAL PAR, $10 EACH.
SUBSCRIPTION PRICE, $5 PER SHARE.
STOCK FULL PAID, AND NOT LIABLE TO ASSESSMENT.

TRUSTEES.
JAMES W. ELWELL, Esq., of the firm of James W. Elwell & Co., No. 57 South-st.
JOHN P. YELVERTON, Esq., President of the Bank of North America.
THOMAS K. FOSTER, Esq., late of the firm of Foster & Stephenson.
JAMES D. FISH, Esq., President of the Marine Bank.
JAMES L. HATHAWAY, Esq., Merchant, No. 171 Pearl-st.
ROBERT P. PERRIN, Esq., Cashier of the Butchers' and Drovers' Bank.
REMSEN APPLEBY, Esq., Tobacconist, No. 133 Water-st.

PRESIDENT.
THOMAS K. FOSTER, Esq.
BANKERS.
MARINE BANK.
SECRETARY.
SAMUEL E. SEYMOUR, Esq.
MINING SUPERINTENDENT.
HENRY A. COOK, Esq., Central City, Colorado.
SOLICITORS.
Messrs. LORD, DAY & LORD, New-York.
Messrs. WAKELEY & READ, Central City, Colorado.

Mines, the celebrated Bobtail Fisk, and other well-known Lodes, including also a "Tunnel Claim" of 5,000 consecutive feet, or nearly a mile in length, directly on the Fisk Lode, commencing immediately opposite Black Hawk Point, at Black Hawk City. The whole property embracing 8,700 feet, of which 1,900 are developed claims, and 1,800 feet opened, and 5,000 feet tunnel claim, with a valuable quartz mill now running and in successful operation. The Bobtail and Fisk Lodes are considered the richest and best in the Territory, having yielded larger amounts of gold than any other in Colorado, which the following assay shows, made by Edward N. Kent, Esq., Chemist, United States Assay Office, New-York: Mint value, per ton of 2,000 pounds, Bobtail Lode, $744 46, is equal to $5,715 68 per cord; Fisk Lode, $341 21, is equal to $2,729 68 per cord. Beside the above, the company own 467 feet of valuable water power, having 21 feet fall, on North Clear Creek, half a mile below Black Hawk City.

The great advantage possessed by this company is in having a mill now in successful operation, and in a short time the company will have additional improved machinery capable of working 48 tons, or six cords of ore per day, from the Bobtail and Fisk Lodes, which are yielding from $800 to $1,200 per cord uniformly. The company confidently expect to commence paying at an early day a monthly dividend of One Per Cent. in gold. The stock can only be had for a limited period at the first subscription price, and judging from the constant demand to obtain it for investment, it must rapidly rise in value. The attention of capitalists and others is called to this company, believing that no stock has been offered in the market that possesses more intrinsic merit or is entitled to greater confidence in the community for a profitable, safe and permanent investment.

Subscription books of the company for only a limited number of shares, are now open at the office of ALBERT H. NICOLAY, Esq., No. 52 William-st., at the price of $5 per share, $3 to be paid at the time of subscription, and the balance ($2) payable on call, when the certificates of the stock are ready to be delivered by the company, or the whole amount can be paid at the time of subscription, at the option of the subscriber to the stock.

Parties who are desirous of securing any of the stock at the above low price, are informed that the company intend closing the books shortly, after which time no stock will be sold less than par.

LIVERMORE, CLEWS & CO.,
BANKERS
AND
U. S. GOVERNMENT LOAN AGENTS,
No. 32 Wall-st., New-York.
Subscriptions received to the
NATIONAL 10-40 LOAN.

All the various denominations on hand ready for immediate delivery. One-eighth commission allowed to Banks, Bankers and Brokers.

U. S. SECURITIES of all descriptions purchased and for sale.

COLLECTIONS made on Washington and on all other points of the United States and Canada, at low rates and quick returns.

7 3-10 TREASURY NOTES
Converted into 1881 Bonds.
INTEREST ALLOWED ON DEPOSITS
made by Banks, Bankers and individuals, subject to draft at sight.

U. S. 10-40 BONDS
FOR IMMEDIATE DELIVERY,
BY
H. J. MESSENGER, Banker,
No. 139 BROADWAY, New-York.
⅛ Commission allowed to Banks and Bankers.
U. S. 5-20 BONDS.
U. S. ONE-YEAR CERTIFICATES.
U. S. 6s of 1881, and all other U. S. SECURITIES bought and sold, and furnished to order.
STOCKS, BONDS and GOLD bought and sold on commission.
Accounts received from Banks, Bankers, and individuals.
Four per cent interest allowed on deposits subject to check at sight.

FISK & HATCH, BANKERS
and
DEALERS IN GOVERNMENT SECURITIES,
and
U. S. LOAN AGENTS.
NO. 38 WALL-STREET,
receive subscriptions to the NEW U. S. 10-40 LOAN, allowing the usual commission to BANKERS and DEALERS.
Also,
BUY and SELL all classes of U. S. SECURITIES at market rates.
U. S. 7-30 TREASURY NOTES, converted into the 6 PER CENT. BONDS of 1881, on favorable terms.

FOURTH NATIONAL BANK
OF THE CITY OF NEW-YORK,
Designated as a depository and financial agent of the United States,
Nos. 27 and 29 PINE-ST.,
two doors below the Sub-Treasury.

Have on hand and receive subscriptions for the 10-40 bonds, convert the 7.30s into 1881 bonds, and attend to all business connected with the Government Loans. Parties can avoid the inconvenience of addressing Government by applying to this Bank.
MORRIS KETCHUM, President.
D. W. VAUGHAN, Cashier.

TO THE COMPTROLLER OF THE CUR-RENCY, WASHINGTON, D. C.—Monthly Statement, under the thirty-fourth section of the National Currency Act, of the EIGHTH NATIONAL BANK OF THE CITY OF NEW-YORK:

Average amount of loans and discounts for month ending July 27, 1864	$316,802
Average amount of specie for month ending July 27, 1864; Average amount of other lawful money for month ending July 27, 1864	103,236
Average amount of deposits	355,392
Average amount of circulation	23,767

State of New-York, County of New-York—I, CHARLES HUDSON, Cashier of the Eighth National Bank of the City of New-York, do solemnly swear that the above statement is true to the best of my knowledge and belief.
(Signed) CHAS. HUDSON, Cashier.
Sworn to and subscribed before me, this second day of July, 1864. (Signed) WM. H. KIPP, Notary Public of New-York.

STATEMENT OF THE FIFTH NATIONAL BANK OF NEW-YORK, Monday morning, July 4, 1864, as required by act of Congress:

Average amount of Loans and Discounts	$227,464 72
Average amount of Specie and Legal Tender Notes	113,748 44
Average amount of Deposits	374,317 06
Average amount of Circulation	37,875 00

City and County of New-York, ss.—I, ANDREW THOMPSON, Cashier of the Fifth National Bank, being duly sworn, depose and say that the above statement is correct to the best of my knowledge and belief.
ANDREW THOMPSON, Cashier.
Sworn before me this 4th day of July, 1864.
E. STEPHENSON, Notary Public.

SIXTH NATIONAL BANK.—STATEMENT of the Sixth National Bank of New-York Saturday morning, July 2, 1864, as required by act of Congress:

Average amount of Loans and Discounts	$499,616 78
Average amount of Specie and Legal Tenders	165,255 02
Average amount of Circulation	56,522 00
Average amount of Deposits	472,004 80

I, JNO. W. B. DOHLER, Cashier of the Sixth National Bank, being duly sworn, depose and say that the above statement is correct, to the best of my knowledge and belief. JNO. W. B. DOHLER.
Sworn before me this 2d day of July, 1864.
A. LELAND, Notary Public.

OFFICE OF THE DELAWARE AND HUDSON CANAL CO., No. 29 WILLIAM-ST., corner Exchange-place, NEW-YORK, June 23, 1864.
NOTICE TO STOCKHOLDERS.—IN PUR-suance of authority given at a meeting of the stockholders of the DELAWARE AND HUDSON CANAL CO., held on the 21st of April last, there will be apportioned among such persons as shall be stockholders in the said company on the 12th day of July next, twelve thousand five hundred shares of new stock, in the ratio of one share to every six shares of stock then held by each stockholder. Certificates of stock so apportioned will be ready for delivery to those entitled to the same on and after the 1st of August next. No scrip will be issued for fractions of a share; but the number of shares representing the aggregate of such fractions will be sold at public auction on the 26th day of July, and the net proceeds will be paid to the stockholders on and after the 1st of August, according to their respective interests.

The Government tax on the above-mentioned apportionment will be paid by the company.
By order of the board.
ISAAC N. SEYMOUR, Treasurer.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO., NEW-YORK, June 14, 1864.
IN ACCORDANCE WITH A RESOLUTION of the Board of Directors of the Illinois Central Railroad Company, notice is hereby given to the holders of the canceled bonds scrip to present their certificates at the office of the company, No. 31 Nassau-st., for conversion into the scrip stock of the company.
L. A. CATLIN, Secretary.

No. 59 EXCHANGE-PLACE, CORNER OF BROAD-ST., NEW-YORK, June 27, 1864.
COUPONS OF DUBUQUE AND SIOUX City Railroad First Mortgage Bonds and Coupons of Dubuque and Southwestern Railroad First Mortgage Preferred Bonds due July 1, 1864, will be paid at our office on and after that date less Government tax.
M. K. JESUP & CO.

$30,000 TO LOAN—AT SIX PER CENT., for five to fifteen years, on bond and mortgage of New-York and Brooklyn property, in sums to suit. Address S. R. M., Box No. 2,794 New-York Post-office.

BALTIMORE AND MARYLAND FUNDS at low rates; New-Orleans Bank Notes also purchased at best price. WM. H. MARSTON & CO., Bankers, No. 17 Wall-st.

FIRST NATIONAL BANK CHICAGO, ILL. —Capital paid in $600,000; collections made in all parts of the West. E. AIKEN, President.
E. E. BRAINARD, Cashier. S. M. NICKERSON, V. P.

FINANCIAL.

THE BANK OF CALIFORNIA.
SAN FRANCISCO.
Incorporated under the laws of the State of California.
CAPITAL, TWO MILLIONS OF DOLLARS,
Paid in full, in gold coin of the United States.
D. O. MILLS, President. WM. C. RALSTON, Cashier.
LEES & WALLER, Agents, New-York City.
Offices, No. 33 Pine-st.

This Bank having been organized under the laws of the State of California, is prepared, with a capital of TWO MILLIONS OF DOLLARS, to transact a general banking business at San Francisco. Will receive Deposits, buy and sell Foreign and Domestic Exchange at San Francisco and New-York; will make collections throughout the States of California and Oregon, and the Territories of Washington and Nevada. Coupons of the State of California, and of counties and cities, will be cashed, or collected at current rates.

Bills of Exchange on the Bank of London, for amounts to suit purchasers, will be issued at San Francisco and New-York. Also, Exchange bought and sold on the leading cities of the United States.

STOCKHOLDERS IN THE BANK OF CALIFORNIA, each liable to his individual property for an amount equal to his stock in this bank.

D. O. Mills,	William Norris,	Moses Ellis,
Wm. C. Ralston,	J. Whitney, Jr.,	A. B. McCreery,
R. S. Fretz,	O. F. Giffin,	R. M. Jesup,
J. B. Thomas,	A. J. Pope,	Samuel Knight,
Louis McLane,	Herman Michels,	A. C. Henry,
Asa T. Lawton,	Fred'k Billings,	J. C. Wilmerding,
Wm. E. Barron,	Geo. B. Howard,	Wm. Alvord,
Thomas Bell,	H. T. Teschmacher,	John O. Earl,
A. Hayward.		All of San Francisco.

Jacob Kamm, of Portland, Oregon.

The operations of the Bank of California will be upon a specie basis. Gold and silver bullion bought and sold.

U. S. 10-40 FIVE PER CENT. LOAN.
CHARNLEY & HATCH, BANKERS,
No. 34 Wall-st.,
SUBSCRIPTION AGENTS
for the above popular Loan, are prepared to receive subscriptions on the most favorable terms, and to furnish the Bonds and Certificates in the shortest possible time.
UNITED STATES SECURITIES of the various descriptions, BOUGHT AND SOLD.
STOCKS, BONDS AND GOLD, BOUGHT AND SOLD ON COMMISSION.

NEW LOAN OF 1881.
THE TENTH NATIONAL BANK,
No. 240 Broadway,
Will receive subscriptions free of charge for the new 6's per cent. Bonds at 106. Interest payable in gold.
D. L. ROSS, President.
J. H. STOUT, Cashier.

TELEGRAPH AND EXPRESS
STOCKS
bought and sold by
W. O. RUGGLES,
"Wells, Fargo & Co." Express Stock. } 18 Wall-st., N. Y.
Independent Telegraph Stock. } for sale.
United States Telegraph Stock.
"American Express" wanted.

MINNESOTA EIGHT PER CENT LOAN. —The coupons due July 1, 1864, on the Minnesota Eight per cent. Loan will be paid on and after that date at the banking-house of P. M. MYERS & CO., 48 Wall-st.

MONEY TO LOAN ON BOND AND MORT-gage in sums of from $3,000 to $20,000. Apply to ADAMS & YOUNG, No. 170 Broadway.

DIVIDENDS.

60TH DIVIDEND,
OFFICE OF THE
BROOKLYN FIRE INSURANCE COMPANY.
No. 18 WALL-ST., NEW-YORK, June 15, 1864.

Capital	$153,000 00
Surplus	146,059 69
Assets	299,059 69

At an election held on the 6th inst., the following gentlemen were unanimously elected DIRECTORS for the ensuing year:

FRANCIS P. FURNALD,	WM. H. HARBECK,
FRANCIS A. PALMER,	GEO. W. PLATT,
JAMES BARNES,	JESSE SELIGMAN,
FRANCIS P. SCHOALS,	GEO. C. PETERS,
CHAS. BURKHALTER,	BENJ. M. STILWELL,
JOHN BODINE,	SAMUEL F. WHITING,
JOHN R. LAWRENCE,	JEDEDIAH MILLER, M. D.
ISAAC V. BRIGGS,	GEO. GILFILLAN, M. D.
JOSHUA SUTTON,	EDWARD C. BADEAU,
JOHN T. BRUCE,	ROBT. KNIGHT.
JEREMIAH V. SPADER,	

At a subsequent meeting of the board, FRANCIS P. FURNALD, Esq., was unanimously reëlected President, and CHAS. BURKHALTER, Esq., Vice-President.

Also, the usual semi-annual DIVIDEND OF TEN (10) PER CENT. was declared out of the earnings of the last six months, payable on the 1st of July next, free of Government tax.
By order. JOHN W. CHENEY, Secretary.

MARINERS' SAVINGS BANK.
NO. 1 THIRD-AVENUE.,
NEW-YORK, June 20, 1864.
DIVIDEND.—The Semi-annual Dividend, free from Government tax, at the rate of Six Per Cent. Per Annum on all sums from $5 to $500, and Five Per Cent. on sums over $500, will be payable on and after the 21st of July, 1864. Bank open daily from 9 A. M. to 2 P. M., and on Monday, Wednesday and Saturday evenings, from 5 to 8 o'clock.
THOMAS B. STILLMAN, President.
ISAAC T. SMITH, Secretary.

GREENWICH SAVINGS BANK, NEW-YORK, July 1, 1864.
JULY INTEREST, 1864.
Depositors are hereby notified that the Board of Trustees have ordered interest to be paid at the rate of Five Per Cent. per annum on all sums of Five Hundred Dollars and under, and at the rate of Four Per Cent. per annum on all sums over Five Hundred Dollars entitled thereto, payable on and after MONDAY, July 21.

Interest not drawn will be credited as principal, and draw interest from July 1.
B. F. WHEELWRIGHT, President.
JOHN S. DICKERSON, JAMES BRYCE, } Secretaries.

ATLANTIC SAVINGS BANK.
CHATHAM-SQUARE, July 1, 1864.
DIVIDEND.—Notice is hereby given that a Dividend of Six per Cent. per annum on sums of $500 and under, and Five per Cent. per annum on sums over that amount, which have been on deposit three or six months prior to this date, will be paid on and after July 20.
M. D. VAN PELT, President.
CHAS. D. BAILEY, Treasurer.
JOSEPH P. COOPER, Secretary.

OFFICE OF THE PRESTON COAL AND IMPROVEMENT CO., PHILADELPHIA, June 15, 1864.
DIVIDEND NOTICE.—THE BOARD OF DI-rectors of the Preston Coal and Improvement Company have this day declared a quarterly dividend of two and one half per cent. from the net earnings, payable on the fifth day of July next, to parties whose names are registered as the holders on the books of the company, at the close of business, on the 30th day of June instant. Transfer books close on that day, and open on the 5th day of July. Dividends due stockholders in New-York and Boston will be remitted by mail or express when requested. HENRY B. MOORE, Secretary.

OFFICE OF THE PANAMA RAILROAD COMPANY, TONTINE BUILDINGS, No. 88 WALL-ST., NEW-YORK, June 24, 1864.
TWENTY-NINTH DIVIDEND.—THE Board of Directors have this day declared a Dividend of Four (4) Per Cent. out of the earnings of the road, for the three months ending 30th inst., and One (1) Per Cent. out of the earnings of steamers, sailing vessels, &c., payable to the stockholders or their legal representatives on and after the 5th day of July next.

The transfer books will be closed from the evening of the 25th day of June until the 7th day of July next.
HENRY SMITH Treasurer.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO., NEW-YORK, June 14, 1864.
DIVIDEND NOTICE.—THE BOARD OF DI-rectors of the Illinois Central Railroad Company have this day declared a DIVIDEND OF FOUR PER CENT. free from Government tax, on the stock and canceled bonds scrip of the company, payable on the 1st of August next, to parties whose names are registered as the holders on the books of the company at the close of business on the 15th day of July next, and that the transfer books close of that day and open on the 3d day of August.
THOMAS E. WALKER, Treasurer.

EAST RIVER SAVINGS BANK,
No. 3 Chambers-st.,
NEW-YORK, June 15, 1864.
DIVIDEND.—The usual Semi-annual Dividend, at the rate of six per cent. per annum, on all sums from $1 to $500, and five per cent. on sums over $500, will be payable on and after the 18th of July, 1864.
Bank open daily from 10 A. M. to 3 P. M., and on THURSDAY EVENING from 5 to 7 o'clock.
WM. H. SLOCUM, President.
CHAS. A. WHITNEY, Secretary.

OFFICE OF THE JERSEY CITY INSURANCE COMPANY, No. 1 MONTGOMERY-ST. JERSEY CITY, JUNE 21, 1864.
FIFTEENTH REGULAR SEMI-ANNUAL DIVIDEND.—The Board of Directors of this company, have this day declared a semi-annual dividend of ten (10) per cent., free from Government tax, payable on and after July 1. J. PAULMIER, Secretary.

OFFICE OF THE CHICAGO AND ALTON RAILROAD CO., M. K. JESUP & CO., Transfer Agents. No. 59 Exchange-place, corner Broad-st., NEW-YORK, June 24, 1864.
THE QUARTERLY DIVIDEND OF 1¾ per cent., free from Government tax, due July 4th, on the Joliet and Chicago Railroad Stock, will be paid on the 5th proximo, by the United States Trust Company.
M. K. JESUP & CO., Agents.

No. 108 BROADWAY, NEW-YORK, June 21, 1864.
METROPOLITAN BANK.—DIVIDEND.— The Directors of the Metropolitan Bank have this day declared a semi-annual DIVIDEND OF FIVE (5) PER CENT., free of Government tax, payable after 1st Monday in July next. The transfer books will be closed 22d inst., and opened 8th July prox.
GEO. I. SENEY, Cashier.

IMPORTERS AND TRADERS' BANK, NEW-YORK, June 23, 1864.
A DIVIDEND OF FOUR (4) PER CENT. out of the earnings of the past six months, free from Government tax, will be paid to the stockholders of this bank on and after the 1st day of July next, until which time the transfer books will be closed. By order of the board.
JAMES BUELL, Cashier.

OFFICE EMPIRE CITY FIRE INSURANCE COMPANY, No. 102 BROADWAY, NEW-YORK, June 30, 1864.
TWENTY-SIXTH DIVIDEND—THE DIREC-tors of this Company have THIS DAY declared a semi-annual dividend of ten per cent., free of Government tax, payable on demand.
WM. A. BURTIS, JR., Secretary.

OFFICE OF THE HARMONY FIRE AND MARINE INSURANCE CO., No. 50 WALL-ST., NEW-YORK, July 1, 1864.
TWENTIETH DIVIDEND.—THE BOARD OF Directors have this day declared a Semi-Annual Dividend of Five per cent., payable on demand, free of income tax. By order of the Board.
DANIEL D. GASSNER, Secretary.

MECHANICS' BANK, New-York, June 18, 1864.
DIVIDEND.—THE BOARD OF DIRECTORS have this day declared a dividend of Five per cent., free from Government tax, payable to the stockholders on and after 1st July next. The transfer books will be closed from this date until July 1.
WM. H. COX, Cashier.

DIVIDENDS.

OFFICE OF THE IMPORTERS AND TRADERS INS. CO., No. 100 Broadway, July 5, 1864.
THE BOARD OF DIRECTORS
of this Company have declared a semi-annual
DIVIDEND OF FIVE (5) PER CENT.,
free from Government tax, payable to the stockholders on and after MONDAY, 11th instant.
FRANK W. BALLARD, Secretary.

DIVIDEND.
OFFICE OF THE GLOBE FIRE INSURANCE CO., CORNER GREENWICH AND FULTON STS., NEW-YORK, July 5, 1864.

CASH CAPITAL	$200,000 00
NET SURPLUS, July 1, 1864	68,078 62

The Board of Directors have this day declared a dividend of FIVE PER CENT. free from Government tax, payable on and after the 11th inst. The transfer books will be closed until that date.
ALFRED A. REEVES, Secretary.

BANK OF AMERICA.
DIVIDEND.
The President and Directors of the Bank of America have this day declared a dividend of Five (5) Per Cent. for the current six months, free from Government tax payable to the Stockholders on and after Friday, July 1, 1864.

The transfer books will remain closed from this date, until the morning of Wednesday, July 6, 1864.
WM. L. JENKINS, Cashier.

TWENTY-SECOND DIVIDEND.
IRVING BANK.
NEW-YORK, June 21, 1864.—The Board of Directors have this day declared a Dividend of Four (4) per Cent. free from Government tax, payable on and after the 1st day of July.
The transfer books are closed to that day.
DANIEL V. H. BERTHOLF, Cashier.

BANK OF THE COMMONWEALTH.
NEW-YORK, June 24, 1864.
A dividend of Five Per Cent. out of the profits of the past six months has been declared, payable to the stockholders on the 5th of July next. The transfer books will be closed till that date. GEORGE ELLIS, Cashier.

ROME, WATERTOWN AND OGDENSBURGH RAILROAD CO., NEW-YORK, June 16, 1864.
DIVIDEND NOTICE.—THE BOARD OF DI-rectors of this Company have declared a semi-annual Dividend of Five per Cent., payable on the 15th day of July. The Company also assumes the payment of the Government tax on the same. The transfer books will be closed from the 1st to the 15th of July, inclusive. Dividends upon stock registered in New-York, will be paid at the Mercantile Bank. The officers of the Company elected for the ensuing year are as follows: W. C. Pierrepont, President; Marcellus Massey, Vice-President, and R. E. Hungerford, Secretary.
R. E. HUNGERFORD, Secretary.

AGENCY ÆTNA INSURANCE COMPANY, No. 62 WALL-ST., July 5, 1864.
DIVIDEND.—A QUARTERLY DIVIDEND OF Five Per Cent., free of Government tax, has been declared by the ÆTNA INSURANCE COMPANY, of Hartford, payable on demand. New-York shareholders will be paid at this office.
JAMES A. ALEXANDER, Agent.

NEW-YORK, July 5, 1864.
THE TRUSTEES OF THE CONSOLIDA-TED PETROLEUM OIL COMPANY have this day declared a dividend of one and one-fourth per cent. (1¼) on the capital stock, (par value $10 per share,) from the net earnings of the Company for the month of June, payable at the office of the Company, No. 40 Broad-st., on and after the 15th inst. C. R. GRIFFIN, Secretary.

EBERVALE COAL COMPANY.—THE Board of Directors have this day declared a semi-annual dividend of 6 per cent., payable at the office of the Company, No. 111 Broadway, on July 15. The transfer books will be closed from July 5 to 16.
NEW-YORK, June 23, 1864. G. LEE STOUT, Treas.

OFFICE OF THE HAMILTON FIRE INSURANCE CO., No. 11 Wall-st., June 29, 1864.
THE DIRECTORS HAVE THIS DAY declared a Semi-Annual Dividend of Four Per Cent., without tax, payable on and after the 5th prox.

BANK OF COMMERCE IN NEW-YORK.— DIVIDEND.—A semi-annual dividend of Four Per Cent., free from Government Tax, has been declared on the capital stock of this bank, payable on and after July 5. H. F. VAIL, Cashier.

TRADESMEN'S BANK, NEW-YORK, June 21, 1864.

OFFICE OF THE HOWARD INSURANCE CO., NEW-YORK, June 29, 1864.
THE BOARD OF DIRECTORS HAVE this day declared a Dividend of Ten (10) per Cent., free from Government tax, upon the old Capital Stock, payable on and after July 8, 1864.
HENRY A. OAKLEY, Secretary.

ATLANTIC BANK, BROOKLYN.—DIVI-DEND.—A semi-annual Dividend of Six per cent., free of Government tax, has this day been declared on the capital stock of this Bank, out of the profits of the six months ending with the 30th inst., payable on and after the 1st day of July next.
WM. C. RUSHMORE, President.
BROOKLYN, June 24, 1864.

CHATHAM BANK—DIVIDEND.—THE Board of Directors have this day declared a dividend of Five (5) per Cent., free of Government tax, payable on 1st of July next. The transfer book will remain closed from the 23d inst. to July 2.
O. H. SCHREINER, Cashier.
NEW-YORK, June 22, 1864.

TWENTY-FOURTH DIVIDEND—HANO-VER FIRE INSURANCE COMPANY.—The Board of Directors of this Company have declared a Semi-annual Dividend of Six (6) per Cent., free from Government tax, payable on demand at their office, No. 45 Wall-st.
NEW-YORK, July 1, 1864.
B. S. WALCOTT, Secretary.

TRADESMEN'S BANK, NEW-YORK, June 21, 1864.
A DIVIDEND OF SIX PER CENT (FREE of Government tax) has been declared payable on and after the 1st of July.
ANTHONY HALSEY, Cashier.

OFFICE OF THE LONG ISLAND INSURANCE CO., BROOKLYN, June 23, 1864.
DIVIDEND.—A SEMI-ANNUAL DIVIDEND OF eight (8) per cent., free of tax, has this day been declared payable to the stockholders on demand.
WM. W. HENSHAW, Secretary.

PHŒNIX BANK, NEW-YORK, June 29, 1864.
A DIVIDEND OF FOUR (4) PER CENT. has this day been declared, free from Government tax, payable on and after the 1st July next.
JOHN PARKER, Cashier.

OFFICE CITIZENS' FIRE INSURANCE COMPANY, No. 67 Wall-st., NEW-YORK, July 2, 1864.
DIVIDEND.—A DIVIDEND OF TEN PER CENT., free of Government tax, is payable on demand.
E. A. WALTON, Secretary.

AUCTION SALES.

ADRIAN H. MULLER, Auctioneer.
INSURANCE AND BANK STOCKS
AT AUCTION THIS DAY (WEDNESDAY) JULY 6, at 12½ o'clock, at the Exchange Salesroom, No. 111 Broadway, by ADRIAN H. MULLER., P. R. WILKINS & CO.
$109,000 Broadway and Seventh-av. Railroad First Mortgage Bonds.

Shares.	Shares.
5 Bank of State of N. Y.	12 People's Bank.
4 Bank of North Amer.	278 American Ex. Bank.
20 Bank of Commonw'lth.	100 Manhattan Bank.
200 Bank of New-York.	65 Long Island Bank.
200 Mechanics' Bank.	100 Chi. & Alton Preferred.
215 Imp. and Traders' B'k.	60 Bowery Ins. Co.
200 Fourth National B'k.	5 Gebhard Ins. Co.
619 Mech. B'king Assoc'n.	3 Commonw'lth Ins Co.
250 St. Nicholas Bank.	30 People's Ins. Co.
286 Ocean Bank.	41 Eagle Ins. Co.
203 Metropolitan Bank.	20 Pacific Ins. Co.
403 Merchants' Bank.	10 Rutgers Ins. Co.
90 Phenix Bank.	48 Firemen's Ins. Co.
285 Bank of Commerce.	25 Phenix Ins. Co.
10 Union Bank.	20 Corn Exch'ge Ins. Co.
100 Twelfth National B'k.	20 Corn Exch'ge Ins. Co.
15 Excelsior Ins. Co.	35 Hamilton Ins. Co.

MORRIS WILKINS, Auctioneer.
FINE COUNTRY SEAT AT THROG'S NECK, EAST RIVER, DIRECTLY ON THE WATER, AT AUCTION.
E. H. LUDLOW & CO. WILL SELL AT auction on THURSDAY, July 7, 1864, at 12 o'clock, at the Exchange Salesroom, No. 111 Broadway, N. Y.:

THROG'S NECK.—House and 26 acres, formerly the residence of Governor MORGAN, directly on the water, with beautiful views of Long Island Sound, only half a mile from steamboat landing. Improvements very indifferent. There are several valuable building sites on the premises; will sell one or the whole to suit purchasers. Splendid yatching, fishing, bathing, &c.; oysters, clams, and crabs in abundance; communication daily by steam and railroad; perfectly healthy, and location unsurpassed. Good fruit and water, fine old trees. $12,000 can remain on mortgage at 6 per cent.

For full particulars apply at the auctioneer's office, No. 3 Pine-st., New York.

EDWARD PETTINGER, Auctioneer, No. 50 Wall-st.,
SELLS THURSDAY, JULY 7, AT 10 1-2 o'clock, contents of printing-office, No. 5 Frankfort-st., consisting of a large assortment of type, chases, galleys, composing sticks, double stands, cases, imposing stones, one Hoe's folio post drum cylinder press, new, one-eighth medium Degenn press, lot of blank cards, envelopes, glass show-case, office furniture, &c. Catalogues ready.

BUSINESS CHANCES.

FOR SALE—INTEREST IN AN ESTABLISHED storage and produce commission business; good stand and increasing business; to a person with small capital, a chance seldom met with. Address HODGES, Box No. 4,039 Post-office.

WANTED—A GENTLEMAN OF EDUCATION, good address and business habits, with from $300 to $500, to take an interest and active part in an established newspaper enterprise. Address N. R. G., Box No. 203 *Times* Office.

FOR SALE—ENTIRE PATENT RIGHT FOR Swift's Lamp Chimney Fastener; will save its cost in chimneys in one year; a most desirable investment. Address SNYDER & WALTER, 229 Broadway, N. Y.

FURNITURE.

BEDROOM ENAMELED FURNITURE OF warranted manufacture. Also, solid chestnut and walnut chamber suites, plain and ornamental, at H. F. FARRINGTON'S, No. 365 Canal-st., opposite Wooster. Established 1848.

INSURANCE.

GREAT WESTERN
(Marine)
INSURANCE COMPANY,
No. 39 William-street,
NEW-YORK.

BRANCH OFFICE IN LONDON.
BRANCH OFFICE IN LIVERPOOL.

Authorized Capital	$5,000,000
Cash Capital and Surplus	2,052,253
Assets, Jan. 1, 1864	2,902,145
Dividend paid Policy Holders and Stockholders to date	3,275,000

A LIBERAL CASH DISCOUNT IN LIEU OF SCRIP DIVIDEND allowed to those who prefer it at the inception of the risk.

Losses adjusted and paid in London on shipments to Europe.

Losses also paid in gold when the premium is paid in gold.

DIRECTORS:
W. C. Pickersgill, of W. C. Pickersgill & Co., New-York, and of Fielden Bros. & Co., Liverpool.
William H. Guion, of Williams & Guion, New-York, and of Guion & Co., Liverpool.
Samuel D. Babcock, of Babcock Bros. & Co., New-York, and of B. F. Babcock & Co., Liverpool.
James M. Brown, of Brown Brothers & Co., New-York, and of Brown, Shipley & Co., London, and Liverpool.
N. Chandler of J. Munroe & Co., New-York and Paris.
George W. Hennings, of Hennings & Gosling, New-York and of Hennings, Gosling & Co., Liverpool.
W. Butler Duncan, of Duncan, Sherman & Co., N. Y.
Henry F. Spaulding, of Spaulding Hunt & Co., New-York
John L. Aspinwall, New-York.
John Allen, New-York.
James Benkard, of Benkard & Hutton, New-York.
Gustavus Kutter, of Loeschigh Wesendock & Co., N. Y.
L. H. Brigham
John A. Mecke, New-York.
John R. Gardner, New-York.
Wm. M. Evarts, of Evarts, Southmayd & Choate, N. Y.
Robert Spedding, of Henry A. Swift & Co., New-York.
J. B. Johnston, of J. Boorman, Johnston & Co., N. Y.
Frederick C. Gebhard, of Schuchardt & Gebhard, N. Y.
Samuel B. Caldwell, of Caldwell & Morris, New-York.
Wilson G. Hunt
John J. Crane, of Bucklin & Crane, New-York.
J. Pierpont Morgan, of J. Pierpont Morgan & Co., N. Y.
George W. Bee, of Williams, Bee & Co., New-York.
William Wright, of R. L. Maitland & Co., New-York.
Emil Heinemann, of Heineman & Payson, New-York.
Thomas Slocomb, New-York.
George A. Phelps, Jr., of Chamberlain, Phelps & Co., N. Y.
M. A. Sorchan, of Sorchan, Allien & Diggelmann, N. Y.
Douglas Robinson, of Robinson & Cox, New-York.
Edward Von Der Heydt, of J. W. Schmidt & Co., N. Y.
David P. Sellar, { of Dennistoun & Co., New-York. / of Dennistoun, Cross & Co., London.
Charles G. Landon, New-York.
RICHARD LATHERS, President.
JOHN A. PARKER, Vice-President. ALEXANDER MACKAY, 2d Vice-President.
WILLIAM T. LOCKWOOD, Secretary.
THE COMPANY REFERS IN EUROPE TO
City Bank of London, London.
Messrs. Brown, Shipley & Co., London and Liverpool.
Messrs. Fielden Brothers & Co., Liverpool.
Messrs. B. F. Babcock & Co., Liverpool.
Consolidated Bank, Manchester.
Messrs. J. F. Jamieson & Co., Glasgow.
Rougemont De Lowenberg, Esq., Paris.
Messrs. John Munroe & Co., Paris.
William Iselin, Esq., Havre.
Michiels Loos, Esq., Antwerp.
Messrs. John Louis Lemme & Co., Antwerp.
Messrs. John Berenberg, Gossler & Co., Hamburg.
Messrs. Van Regnen & Co., Amsterdam.
Messrs. Carl F. Plump & Co., Bremen.

BALTIC FIRE INSURANCE COMPANY.
OFFICES:
NO. 650 BROADWAY AND NO. 54 WALL-ST.
This Company insures buildings, vessels in port, merchandise, farm houses, barns, household furniture, and other personal property, against loss and damage by fire, on the most favorable terms.
CASH CAPITAL, $200,000.
MONEY TO LOAN ON BOND AND MORTGAGE.
WILLIAM S. CORWIN, President.
WILLIAM H. KIPP, Secretary.
DIRECTORS.

WM. S. CORWIN,	NATHAN CLARK,
EBENEZER H. PRAY,	HENRY SILBERHORN,
ROBERT DUNLAP,	ALBERT WEBB,
EDWARD C. ROBINSON,	JACOB FINK,
HENRY P. DEGRAAF,	JOHN N. HAYWARD,
CHARLES HUDSON,	WM. TILDEN,
JOHN W. SAGEMAN,	HARFORD B. KIRK,
JAMES W. TRASK,	J. H. JOHNSTON,
JOHN S. MARTIN,	AMOS C. LITTELL,
PEARSON S. HALSTEAD,	CHARLES G. CORNELL,
WALTER W. PRICE,	WM. P. DAVID,
THOMAS McLELLAND,	PATRICK DICKIE,
JOHN H. JAMES,	TRISTRAM ALLEN,
RUSSELL CRANE,	RICHARD F. CARMAN,
CONRAD BRAKER, JR.,	R. M. VAIL.

NATIONAL LIFE AND LIMB INSURANCE COMPANY,
Organized under a special charter of the State of New-York.
CAPITAL STOCK, $100,000,
with the privilege of increasing it to $500,000.
This Company possesses all the powers and privileges of any Life Insurance Company, with the additional powers of insuring the Lives and Limbs of Officers, Soldiers and Sailors in the Army and Navy, and all other persons.
Books are now opened for $100,000 additional Stock at the office of the Company, No. 243 Broadway.
ORISON BLUNT, President.
WM. E. PRINCE, Vice-President.
THOMAS B. VAN BUREN, Treasurer.
JOHN L. CILLEY, Secretary.

SAVINGS BANKS.

CITIZENS' SAVINGS BANK,
BOWERY, CORNER CANAL-ST.
ASSETS..........$1,023,068 64
ALL MONEY DEPOSITED ON OR BEFORE JULY 20, WILL BEAR INTEREST FROM JULY 1.
Six per cent. interest allowed, free of Government tax, on all sums of $500 and under, and 5 per cent. on larger sums.
Bank open daily from 9 to 3, and on Monday, Wednesday and Friday evenings from 5 to 7. Bank Books in English, German and French.
GEORGE FOLSOM, President.
SEYMOUR A. BUNCE, Secretary.

UNION DIME SAVINGS BANK,
Nos. 427 and 429 CANAL-ST., corner VARICK.
ASSETS—$1,215,275 59.
OPEN DAILY from 10 A. M. to 3 P. M., and on MONDAY, WEDNESDAY and SATURDAY EVENINGS, from 5 to 7. SIX PER CENT. INTEREST allowed on sums of $500 and under, and FIVE PER CENT. on larger sums. Money deposited on or before July 20 will bear interest from July 1.
EDER V. HAUGHWOUT, President.
GARDNER S. CHAPIN, Secretary.

MARKET SAVINGS BANK,
NO. 82 NASSAU-STREET.
Open daily from 10 A. M. to 3 P. M., and on Mondays and Thursdays from 5 to 7 P. M.
SIX PER CENT. INTEREST ALLOWED on all sums of $500 and under.
Deposits made now will draw interest from July 1.
The July dividend (free from Government tax) will be paid on and after July 18.
LUTHER C. CARTER, President.
JAMES C. STONBALL, CHARLES COOPER, } Vice-Presidents.
THOMAS W. COWDEN, Treasurer.
HENRY E. CONKLIN, Secretary.

THIRD-AVENUE SAVINGS BANK,
Cor. of 3d-av. and 26th-st.
CHARTERED 1854.
BANK OPEN daily from 10 A. M. to 3 P. M., and on MONDAY, WEDNESDAY and SATURDAY EVENINGS, from 6 to 8 P. M.
SIX PER CENT interest allowed on all sums from $1 to $1,000.
All moneys deposited on or before July 10, will draw interest from the 1st.
SPENCER K. GREEN, President.
RICHARD KELLY, Secretary.

IRVING SAVINGS INSTITUTION,
NO. 96 WARREN-ST.
Interest allowed at the rate of 6 per cent. on all sums entitled thereto. Open daily from 10 to 2 P. M., and on Monday, Thursday and Saturday afternoons from 4 to 7 P. M. N. B.—Money deposited on or before Monday, the 11th of July, will draw interest from the 1st. Money to loan on bond and mortgage.
WALTER W. CONKLIN, President.
VANDERBILT L. BUXTON, Secretary.

ATLANTIC SAVINGS BANK,
CHATHAM-SQUARE, NEW-YORK.
OPEN DAILY.
SIX PER CENT. INTEREST ALLOWED.
Deposits made now, or on or before July 20, will draw interest from July 1.
M. D. VAN PELT, President.
CHARLES D. BAILY, Treasurer.
JOSEPH P. COOPER, Secretary.

MECHANICS' AND TRADERS' SAVINGS INSTITUTION,
NO. 283 BOWERY.
Six Per Cent. interest allowed on sums of $1,000 and under; Five Per Cent. on larger sums. Deposits made on or before the 20th July will draw interest from July 1.
Open daily from 10 A. M. to 7 P. M.
CHAS. PECK, President.
HENRY C. FISHER, Secretary.

MARINERS' SAVINGS BANK,
No. 1 THIRD-AV.
Deposits received to the 11th of July will draw interest from the 1st July.
BANK OPEN DAILY from 9 to 2 P. M., and on MONDAY, WEDNESDAY, and SATURDAY EVENINGS, from 5 to 8 o'clock.
THOMAS D. STILLMAN, President.
ISAAC T. SMITH, Secretary.

IRVING SAVINGS INSTITUTION, NO. 96 WARREN-ST.—The Trustees of this institution have directed that interest at the rate of six (6) per cent. per annum be paid to all depositors entitled thereto, payable on and after MONDAY, July 18. All interest not withdrawn will draw interest the same as principal.
WALTER W. CONKLIN, President.
VANDERBILT L. BUXTON, Secretary.

NEW-YORK SAVINGS BANK—CORNER OF 14th-st. and 8th-av. Open daily from 1 to 5 P. M.; WEDNESDAYS and SATURDAYS from 1 to 7 P. M. Six per cent. interest allowed. The July dividend will be paid free from Government tax. Moneys deposited on or before July 10 will draw interest from July 1.
THOS. CHRISTY, President.
R. H. BULL, Secretary.

COPARTNERSHIP NOTICES.

COPARTNERSHIP NOTICE.
The undersigned have this day formed a copartnership, as Stock Brokers, under the firm of GRINNELL & NEVERS, for the purchase and sale, strictly on commission, of Government Securities, Stocks, Bonds, &c., at No. 15 Broad-st.
WILLIAM F. GRINNELL,
BENJ. M. NEVERS.
NEW-YORK, July 1, 1864.

NOTICE.—THE FIRM OF TOMES, SON & MEL-VAIN has been dissolved by mutual consent, Mr. FRANCIS TOMES having retired from the firm.
FRANCIS TOMES,
BENJAMIN TOMES,
ROBERT C. MELVAIN.
NEW-YORK, May 12, 1864.

The undersigned will continue the business as heretofore carried on, (at No. 6 Maiden-lane by TOMES, SON & MELVAIN,) at the same place, under the firm of TOMES, MELVAIN & CO.
BENJAMIN TOMES,
ROBERT C. MELVAIN,
NEW-YORK, July 1, 1864. CHARLES H. TOMES.

NOTICE OF COPARTNERSHIP.—THE UN-dersigned have this day formed a copartnership, under the firm name of G. W. MORISON & CO., for the purpose of doing a fancy and staple dry goods jobbing business at No. 76 Chambers-st.
G. W. MORISON,
(Late firm Morison & Loder.)
JAY JARVIS.
NEW-YORK, July 1, 1864.

COPARTNERSHIP NOTICE.—THE FIRM of BENKARD & HUTTON was dissolved by the death of Mr. James Benkard, on the 21st day of April last. The business of the firm will be continued by the surviving partner, under the same firm-name, of BENKARD & HUTTON. BENJAMIN H. HUTTON.
NEW-YORK, July 1, 1864.

NOTICE.—THE JUNIOR PARTNER, JAMES H. WHITEHOUSE, retires from our house. The business will be continued under the firm of WHITEHOUSE, MORRISON & CO.
E. WHITEHOUSE, SON & MORRISON,
NEW-YORK, June 30, 1864. No. 23 William-st.

COPARTNERSHIP NOTICE.—MR. GEO. G. WELLS is a partner in our firm from this date.
JULY 3, 1864. S. M. WALLER & CO.

PUBLIC NOTICES.

THE COMMITTEE ON NATIONAL AF-FAIRS OF THE COMMON COUNCIL will meet every day, during the present week, in the Chamber of the Board of Aldermen, at 3 o'clock P. M., for the purpose of making arrangements to receive the regiments returning on furlough, for the purpose of recruiting. Also, to make suitable arrangements to give those already arrived, and about to depart from the seat of war, an entertainment. Commandants of regiments now home on furlough, whose term is about to expire, are requested to communicate with the committee, by letter addressed to the Chairman or Secretary of the committee, No. 8 City Hall. JOHN HARDY, Chairman.
E. W. TAYLOR, Secretary.

THE COMMITTEE ON MARKETS OF the Board of Councilmen will meet every MONDAY at 2 o'clock P. M., in Room No. 5 City Hall.
All parties interested in papers referred to the committee are invited to attend.
Councilman HAGERTY,
Councilman SCHAEFER,
Councilman COOK,
Committee on Markets.

THE COMMITTEE ON FIRE DEPART-MENT of the Board of Councilmen will meet every MONDAY, at 2 o'clock P. M. All parties having business with the committee are invited to attend.
GEORGE McGRATH,
JEREMIAH HEFFERNAN,
CHARLES RILEY,
Committee on Fire Department.

THE COMMITTEE ON DONATIONS AND Charities of the Board of Councilmen, will meet every SATURDAY, at 12 o'clock, M., in Room No. 5 City Hall.
All parties having business before the Committee, are requested to attend.
SAMUEL T. WEBSTER,
WM. S. OPDYKE,
JOHN BRICE,
Committee on Donations and Charities.

THE COMMITTEE ON CROTON AQUEDUCT of the Board of Councilmen will meet on SATURDAYS, at 1 o'clock P. M., in Room No. 5 City Hall.
All parties interested in papers referred to the committee are invited to attend.
Councilman HEALY,
Councilman HEFFERNAN,
Councilman FITZGERALD,
Committee on Croton Aqueduct Department.

THE COMMITTEE ON CLEANING STREETS of the Board of Councilmen will meet on MONDAYS, at 1 o'clock P.M., in Room No. 5 City Hall.
All parties interested in papers referred to the committee are invited to attend.
Councilman HAGERTY,
Councilman KOSTER,
Councilman HAVILAND,
Committee on Cleaning Streets.

THE COMMITTEE ON STREETS OF THE Board of Councilmen will meet on WEDNESDAYS, at 1 o'clock P. M., in Room No. 5 City Hall.
All parties interested in papers referred to the committee are invited to attend.
PATRICK H. KEENAN,
PATRICK RUSSELL,
MICHAEL BROPHY,
Committee on Streets.

THE COMMITTEE ON ROADS OF THE Board of Councilmen will hold a meeting in Room No. 5 City Hall on every WEDNESDAY, at 1 o'clock P. M. Parties having business with the Committee are invited to attend.
PATRICK RUSSELL, MICHAEL BROPHY, WM. JOYCE. } Committee on Roads.

THE COMMITTEE ON SALARIES AND Offices of the Board of Councilmen, will meet every MONDAY, at 2 o'clock P. M.
All parties having business before the Committee are requested to attend.
CHARLES RILEY,
MICHAEL C. GROSS,
JOHN BRICE.
Committee on Salaries and Offices.

MEDICAL.

PRIVATE DISEASES CURED IN THE shortest possible time, by DR. WARD & CO., No. 50 Lispenard-st., near Broadway, without the use of Mercury, loss of time or change of diet. Dr. WARD, from the hospitals of London, Paris and Edinburgh, is the discoverer of the only certain and reliable remedies for diseases of a private character. In 28 years' practice he has cured more cases of Secret Diseases and Wrong Treatment than all others combined. I can and will cure you in less time and at less expense than any other can or will, and those who have been robbed of their money and health, call; it will take but little money and time to restore you. If you have been unfortunate, call at once. By his special experience in this much neglected branch of medical science, he is enabled to guarantee a cure in the most complicated cases. Recent cases of Gonorrhœa or Syphilis cured in a few days, without change of diet or hindrance from business. Secondary Syphilis—the last vestige eradicated without the use of Mercury. Involuntary emissions stopped in a short time. Sufferers from Impotency, or loss of sexual power, restored to full vigor in a few weeks, permanently and speedily cured by a new treatment. Persons at a distance failing to receive prompt treatment elsewhere, may get a permanent cure effected by writing a full diagnosis of their case, addressed to Dr. WARD, No. 61 Franklin-st. Call, send, or write.

MANHOOD AND THE VIGOR OF YOUTH regained in three days by Dr. POWERS' ESSENCE OF LIFE. This wonderful agent restores manhood to the most shattered constitution, radically curing Seminal Weakness, Sexual Debility, and Impediments to marriage generally; Nervousness, Mental and Physical Incapacity, resulting from self-abuse, &c. The time required to cure the most inveterate case is one week. Failure is impossible. This life-restoring remedy should be taken by all about to marry, as its effects are permanent. Young man, are you subject to that soul and body destroying disease, secret habits? Dr. POWERS' Invigorating Essence is a never-failing cure. Sold by WALTER POWERS, M. D., No. 61 Franklin-st., between Broadway and Elm-st., New-York.

DR. HUNTER'S RED DROP CURES CER-tain diseases when regular treatment and all other remedies fail; cures without dieting or restriction in the habits of the patient; cures without the disgusting or sickening effects of all other remedies; cures in new cases in less than six hours. It roots out the poisonous taint the blood is sure to absorb unless this remedy is used. It is one dollar a vial, and cannot be obtained genuine anywhere but at the office, No. 3 Division-st., New-York City. A book that treats of the dreadful effects of early abuse. Two hundred pages. Sent by mail for ten three-cent stamps. Male and Female Preventive, five dollars.

IMPORTANT TO THE MARRIED AND THOSE ABOUT TO BE MARRIED.—Dr. A. M. MAURICEAU, Professor of Diseases of Women, whose valuable book entitled "THE MARRIED WOMAN'S PRIVATE MEDICAL COMPANION," strictly intended for those whose health or circumstances forbid a too rapid increase of family, with full instructions for restoring the monthly sickness. Price $1. Sold at his office, No. 129 Liberty st., New-York; or can be sent by mail, free of postage, to any part of the United States and Canada, by inclosing $1, and addressing Box No. 1,224 New-York City. For sale by E. WARNER, at No. 1 Vesey-st., (Astor House,) No. 13 Ann-st. and No. 13 Court-st., Boston.

ADVICE TO MARRIED OR SINGLE LA-DIES, who require a safe and certain remedy for removing obstructions, from whatever cause. Can rely upon the celebrated INFALLIBLE FRENCH FEMALE MONTHLY PILLS. No. 1, price $1 a box, to restore the monthly sickness in forty-eight hours, if of short standing; but obstinate cases, of long standing, may require No. 2, which are four degrees stronger than No. 1, and can never fail, are safe and healthy; price $5 a box. Sold at No. 127½ Liberty-st., or sent by mail, with full instructions, by addressing Box No. 2,359 N. Y. Post-office.

DR. COOPER, NO. 14 DUANE-ST., MAY BE confidently consulted on all diseases of a private nature. A practice of 30 years, devoted to the treatment and cure of Syphilitic, Mercurial and diseases of a delicate nature, enables Dr. C. to make speedy and permanent cures, no matter of how long standing the case may be. Strictures of the urethra and seminal weakness brought on by a secret habit, effectually cured. The victims of misplaced confidence, who have been misled by quack advertisements, can call on Dr. C. with the certainty of being radically cured or no charge made.

DR. COBBETT, NO. 20 CENTRE-ST., BE-tween Chambers and Reade sts., can be consulted with confidence on diseases of a private character. A practice of thirty-four years, three of which have been in the hospitals of New-York and London, enables him to treat with success nervous and general debility. The victims of imposition can call on him with the certainty of being radically cured, or no charge. N. B.—See Dr. Cobbett's diplomas in his office, as member of the New-York University Medical College, and College of Surgeons, London.

DR. POWERS' PERIODICAL DROPS are designed for both married and single ladies, and are the very best thing known for the purpose, as they will bring on the monthly sickness in case of obstruction from any cause, and after all other remedies of the kind have been tried in vain. Expressly for obstinate cases. Warranted as represented in every respect, or the price will be refunded. Beware of imitations! Purchase directly of Dr. POWERS, 61 Franklin-st. N. Y.

PROPOSALS

ORDNANCE OFFICE, WAR DEPARTMENT, WASHINGTON, July 1, 1864.

PROPOSALS FOR LEAD.

Sealed proposals will be received by this office until MONDAY, July 25, 1864, at 4 P. M., for the delivery at the New-York Arsenal of

TWO THOUSAND TONS LEAD.

This lead to be approved quality, pure and soft, suitable for ordnance purposes, and is to be delivered at the aforesaid arsenal free of any charges for handling or transportation, as follows, viz.: Not less than five hundred tons on the 15th of August, 1864, and not less than five hundred tons per month thereafter.

Failure to make deliverance at the specified time will subject the contractor to a forfeiture of the number of tons he may fail to deliver at that time.

GUARANTY.

The bidder will be required to accompany his proposition with a guaranty, signed by two responsible persons, that in case his bid is accepted he will at once execute the contract for the same, with good and sufficient sureties, in a sum equal to the amount of the contract, to deliver the article proposed, in conformity with the terms of this advertisement; and in case the said bidder should fail to enter into the contract, they to make good the difference between the offer of said bidder and the next responsible bidder, or the person to whom the contract may be awarded.

The responsibility of the guarantors must be shown by the official certificate of the Clerk of the nearest District Court, or of the United States District Attorney.

Bonds in a sum equal to the amount of the contract, signed by the contractor and both of his guarantors, will be required of the successful bidder or bidders upon signing the contract.

FORM OF GUARANTEE.

We, the undersigned, residents of ——, in the County of ——, and State of ——, hereby jointly and severally covenant with the United States, and guarantee in case the foregoing bid of —— be accepted, that he or they will at once execute the contract for the same with good and sufficient sureties, in a sum equal to the amount of the contract, to furnish the articles proposed in conformity to the terms of the advertisement dated July 1, 1864, under which the bid was made, and, in case the said —— shall fail to enter into a contract as aforesaid, we guarantee to make good the difference between the offer of the said —— and the next lowest responsible bidder, or the person to whom the contract may be awarded.

Given under our hands and seals this —— day of ——, 186–.

Witness. [Seal.]
[Seal.]

To this guaranty must be appended the official certificate above mentioned.

Upon the award being made, successful bidders will be notified and furnished with forms of contract and bond.

The department reserves the right to reject any or all bids if not deemed satisfactory.

Proposals will be addressed to "Brigadier-General GEORGE D. RAMSAY, Chief of Ordnance, Washington, D. C.," and will be indorsed "Proposals for Lead."

GEORE D. RAMSAY,
Brigadier-General, Chief of Ordnance.

OFFICE COMMISSARY OF SUBSISTENCE, U. S., No. 2 BRIDGE-ST., NEW-YORK, June 26, 1864.

SEALED PROPOSALS, (IN DUPLICATE, to be indorsed proposals for FRESH BEEF, will be received at this office until 4 o'clock P. M. WEDNESDAY, July 6, 1864, for furnishing Fresh Beef for six months from the 17th of July, 1864, to troops and others in the service of the United States who may be in the City of New-York or its vicinity, and not otherwise provided for. The beef is to be of a good and marketable quality, with equal proportions of fore and hind quarter meat, (necks, shanks and kidney tallow to be excluded,) and furnished in such quantities, ten pounds and upwards, at such times and places as may be required, *at the expense of the contractor.*

A printed copy of this advertisement must be attached to each proposal, and the proposals must be specific in complying precisely with all the terms. Each bid to be entertained must contain the written guaranty of two responsible names, as follows:

"We, the undersigned, hereby guarantee that should the above bid be accepted, it shall be duly fulfilled according to its true purport and conditions; also, that a written contract, with bonds to the amount of $10,000 will be executed." (*The guarantors must state their place of residence.*)

No contract will be awarded to any person who is in any way interested in more than one bid.

The bidder must be a regular butcher, and must state his present place of business.

The Government reserves the right to reject any bid which seems unreasonable or disadvantageous to it.

Payment to be made in such funds as may be furnished by the United States.

F. H. MOORE,
Capt. and C. S. U. S.

SEALED PROPOSALS WILL BE RECEIVED by the School Officers of the 10th Ward, at the office of the Clerk of the Board of Education, corner of Grand and Elm sts. until WEDNESDAY, the 6th day of July, 1864, at 12 o'clock at noon, for the erection and completion of an addition to Ward School House No. 42, including the steam-heating apparatus; said building to be erected on two lots of ground known as Nos. 76 and 78 Hester-st. in said Ward. Plans and specifications for said building, including steam-heating apparatus, can be seen at the office of the Superintendent of School Buildings, No. 94 Crosby-st. Proposals for the carpenter work must include also the proposals for painting, as they will both be awarded to one bidder. Proposals must state the estimate for each branch of the work separately, and be indorsed "Proposals for Mason work," "Proposals for Carpenter work and Painting," and "Proposals for Heating." Proposals for heating must be accompanied with accurate drawings and descriptions of the apparatus intended to be furnished, otherwise they will be rejected. Two responsible and approved sureties will be required from each successful bidder, and no proposal will be considered in which no sureties are named. The School Officers of the Ward reserve the right to reject all of the proposals offered, if deemed for the public interests to do so.

Dated, NEW-YORK, June 22, 1864.

JEREMIAH WELCH, JOHN HAYWARD, GEORGE KINZER, JESSE G. KEYES, JOHN C. ACHESON, Building Com. of the School Officers of the Tenth Ward.

CROTON AQUEDUCT DEPARTMENT— TO TRAP-BLOCK PAVIORS.—Separate sealed proposals, each indorsed with the title of the work for which the bid may be offered, the name of the person offering the same, and the date of its presentation, will be received at this office until 11 o'clock A. M. of THURSDAY, July 14, 1864, for the construction of trap-block pavements in the following streets, to wit:

Houston-street, from Avenue D to the Bowery; Forty-third-street, from Fifth to Sixth-avenue; Forty-eighth-street, from Eighth to Ninth-avenue; Thirty-second-street, from Second to Third-avenue, and William-street, from John to Fulton-street.

The form of the proposed agreement, and blanks for the bids, can be obtained on application to the contract clerk at this office.

THOMAS STEPHENS,
ROBT. L. DARRAGH,
A. W. CRAVEN,
Croton Aqueduct Board.

OFFICE CROTON AQUEDUCT BOARD, July 2, 1864.

CROTON AQUEDUCT DEPARTMENT— TO CONTRACTORS.—Sealed proposals, inclosed in separate envelopes, each indorsed with the title of the work for which it may be offered, the name of the person presenting the same and the date of its presentation, will be received at this office until 11 o'clock A. M. of SATURDAY, July 9, 1864, for the construction of sewers in the following streets, to wit:

Fifth-avenue, between Seventy-ninth and Eighty-ninth streets; Morton street, between Hudson and Washington streets; Clinton-street, between Rivington and Delancy streets; Grand-street, between Greene and Mercer streets; Eighth-avenue, between Sixteenth and Seventeenth streets, and Eighty-second street, between Third and Fourth avenues. Specifications for above works and blanks for the bids can be obtained on application to the Contract Clerk at this office.

THOMAS STEPHENS, ROBT. L. DARRAGH, A. W. CRAVAN. Croton Aqt. Board.

ASSISTANT QUARTERMASTER'S OFFICE, FORAGE DEPARTMENT, No. 66 CEDAR-ST., NEW-YORK, March 11, 1864.

PROPOSITIONS WILL BE RECEIVED daily, for the

FREIGHTING OF FORAGE

for the U. S. Quartermaster's Department, from New-York City, Philadelphia, Boston, Portland, and other ports on Coast of Maine,

TO

Washington, Alexandria, Va.; Newbern, N. C.; Port Royal, S. C., and New-Orleans, La.

PROPOSITIONS

must state name, standing and capacity of vessel, quantity of hay and grain, respectively, they will require, and when ready for cargo, and addressed to

S. L. BROWN,
Captain and Asst. Quartermaster.

THE ARMY AND NAVY.

CAVALRY HORSES WANTED.

CAVALRY BUREAU, OFFICE OF ASST. QUARTERMASTER, No. 18 State-st., NEW-YORK, June 10, 1864.

I will purchase in OPEN MARKET all the cavalry horses that may be presented and pass inspection at the Government stables, corner of 10th-av. and 35th-st., in this City, until further notice.

Payment will be made in checks, payable in certificates of indebtedness, when seven (7) or more horses are received. Price, one hundred and fifty ($150) each.

GEO. T. BROWNING,
Capt. and Asst. Quartermaster.

QUARTERMASTER'S OFFICE, New-York, April 16, 1864.

ARTILLERY HORSES WANTED.—1,000 artillery horses wanted, for which one hundred and seventy dollars will be paid for all that pass inspection. These horses must be sound in every particular, broken to harness, not less than 15½ hands high, and will be presented for inspection at the Government stables, 35th-st., between 10th and 11th-avs.

STEWART VAN VLIET, Quartermaster.

FORAGE DEPARTMENT, No. 66 CEDAR-ST., NEW-YORK CITY.

WANTED—HAY, STRAW, CORN AND OATS, for which cash will be paid on delivery.

S. L. BROWN, Capt. and A. Q. M. U. S. A.

DISCHARGED WOUNDED SOLDIERS, members of returned regiments, and heirs of deceased soldiers having claims; also, seamen having prize claims, call on BROWN & SHELDON, Military Office No. 2 Park-place.

NOTICE.—GENTLEMEN WHO ARE DRAFTED or wishing to procure substitutes can always find the same by calling at Staessel's Hotel, No. 5 Morris-st., New-York City.

MACHINERY,

REYNOLDS TURBINE WATER-WHEELS.

Competent men are employed to measure streams, make plans, and put in flumes, wheels and gearing.

TALLCOT & UNDERHILL, No. 170 Broadway, N. Y.

WATER WHEELS,

of the cheapest and most approved pattern.

MILL-STONES AND MILL MACHINERY.

Address JOHN T. NOYE, Buffalo, N. Y.

FOR SALE—A PAIR OF CENTRIFUGAL MAchines, with engine and shafting complete. Price, $1,000. Apply at Excelsior S. S. Refinery, foot of South [illegible] Williamsburgh.

SHIPPING.

TRAVELERS TO EUROPE SHOULD provide themselves with HARPERS' HAND-BOOK FOR EUROPE AND THE EAST; by W. PEMBROKE FETRIDGE. This is the only complete Guide to Europe published in one volume. Price $3 50. For sale by D. APPLETON & CO., No. 443 Broadway, and WALTER LOW, No. 823 Broadway, or HARPER & BROTHERS will send the work by mail, postage free, on receipt of $3 50.

STEAMERS TO FRANCE DIRECT.

CARRYING THE MAILS.

THE GENERAL TRANSATLANTIC COMPANY'S NEW LINE OF FIRST-CLASS SIDE-WHEEL STEAMSHIPS BETWEEN NEW-YORK AND HAVRE.

The first five splendid vessels intended to be put upon this favorite route for the Continent, are the following:

WASHINGTON	3,204 tons	900 H. P.
LAFAYETTE	3,204 tons	900 H. P.
EUGENIE	(Afloat)	900 H. P.
FRANCE	(Building)	900 H. P.
NAPOLEON III	(Building)	1,100 H. P.

Until the completion of the entire list, the departures will be monthly, beginning with the

WASHINGTON,
Capt. A. DUCHESNE.

From Havre on WEDNESDAY, 15th June.
From New-York, on WEDNESDAY, 6th July.

Rates of passage-money, including table-wine:

From Havre to New-York:

First Cabin	700 F.
Second Cabin	400 F.

From New-York to Havre:

First Cabin	$135
Second Cabin	$70 or $80

Payable in gold, or its equivalent in United States currency.

Medical attendance free of charge.

For freight or passage, apply to
GEO. MACKENZIE, Agent, No. 7 Broadway.
At Paris, 12 Boulevard des Capucines, (Grand Hotel.)
At Havre, WM. ISELIN & CO.

STEAM WEEKLY TO LIVERPOOL— Touching at QUEENSTOWN, (CORK HARBOR.) The well known steamers of the Liverpool, New-York and Philadelphia Steamship Company are intended to sail as follows:

CITY OF LONDON	SATURDAY	July 9
CITY OF BALTIMORE	SATURDAY	July 16
ETNA	SATURDAY	July 23

and every succeeding Saturday, at noon, from Pier No. 44 North River.

RATES OF PASSAGE,

PAYABLE IN GOLD, OR ITS EQUIVALENT IN CURRENCY.

First Cabin	$80	Steerage	$30
First Cabin to London	85	Steerage to London	34
First Cabin to Paris	95	Steerage to Paris	40
First Cabin to Hamburg	90	Steerage to Hamburg	37

Passengers also forwarded to Havre, Bremen, Rotterdam, Antwerp, &c., at equally low rates.

Fares from Liverpool or Queenstown—First Cabin, $75, $85, $105. Steerage, $35. Those who wish to send for their friends can buy tickets here at these rates.

For further information apply at the Company's Offices.
JOHN G. DALE, Agent, No. 15 Broadway, New-York.

NATIONAL STEAM NAVIGATION CO.
(Limited.)
NEW-YORK TO LIVERPOOL.
Calling at Queenstown to land passengers.

Ship.	Tons.	Commander.
QUEEN—building	3,612	....
ERIN—building	3,215	....
ONTARIO—building	3,212	....
HELVETIA—building	3,209	....
LOUISIANA	2,166	Prowse.
VIRGINIA	2,876	Grace.
PENNSYLVANIA	2,912	Brooking.

Leaving Pier No. 47, North River, as follows:

PENNSYLVANIA, BROOKING .... Saturday, July 2.
LOUISIANA, PROWSE .... Saturday, July 16.

AND EVERY ALTERNATE SATURDAY THEREAFTER.

The Cabin accommodations on board these steamers are unsurpassed, and the rates lower than by any other line.

Cabin passage, $65 in gold; Steerage, $45 in currency.

The owners of these vessels will not be accountable for specie or valuables unless Bills of Lading (having their value expressed therein) are signed therefor.

For freight or passage apply to
WILLIAMS & GUION, No. 71 Wall-st.

UNITED STATES MAIL LINE
FOR CALIFORNIA, VIA PANAMA.

Regular sailing days—3d, 13th and 23d of each month, except when those dates fall on Sunday, when the day of departure will be the Monday following.

The first-class steamship
COSTA RICA, (new,)
A. G. JONES, Commander,
will sail from Pier No. 3, North River,
MONDAY, July 4, at 12 o'clock M.

The OCEAN QUEEN, Capt. E. L. TINKLEPAUGH, will succeed the COSTA RICA, and sail July 13.

For freight or passage, apply to
D. B. ALLEN, No. 5 Bowling-green.

ANCHOR LINE.

STEAM TO LIVERPOOL AND GLASGOW, DUBLIN, BELFAST AND LONDONDERRY.

The fine, fast sailing A 1 Clyde-built steamship BRITTANNIA, Capt. TERRIER, is intended to sail on SATURDAY, July 9, from Pier No. 30, North River. This steamship is fitted in the most approved style to insure the comfort and safety of passengers.

Rates of passage, including an abundant supply of well cooked provisions, cabins, $100 and $85; intermediate, $65; steerage, $45; payable in currency. Apply to FRANCIS MACDONALD & CO., No. 6 Bowling Green.

FOR NEW-ORLEANS DIRECT.

The United States Mail Steamship
YAZOO,
GEO. W. COUCH, Commander,
will leave Pier No. 13 North River, for New-Orleans direct, on WEDNESDAY, July 13, at 3 o'clock P. M., precisely.

No freight received, or bills of lading signed on the day of sailing.

For freight or passage apply to
LUDLAM, HEINEKEN & CO.,
No. 115 Broadway.

FOR NEW-ORLEANS DIRECT.

To sail on
SATURDAY, JULY 9, AT 3 O'CLOCK P. M.

The United States Mail Steamship
ELECTRIC SPARK,
JOHN C. GRAHAM, Commander,
Will sail as above from Pier No. 46, North River. For freight or passage apply to
JAMES A. RAYNOR, No. 10 Barclay-st.

N. B.—The steamship EVENING STAR will follow, and sail on SATURDAY, July 23.

FOR HAVANA DIRECT.

The United States Mail steamship
ROANOKE,
FRANCIS A. DREW, Commander,
Will leave Pier No. 13, N. R., for Havana, direct, on SATURDAY, July 16, at 3 o'clock P. M., precisely.

No freight received or bills of lading signed on the day of sailing.

For freight or passage apply to
LUDLAM, HEINEKEN & CO.,
No. 115 Broadway.

M. O. ROBERTS' LINE
TO SAN FRANCISCO VIA PANAMA.

The fine new steamship
GOLDEN RULE,
WEDNESDAY, JULY 27, AT NOON,
from Pier No. 29, North River, foot of Warren-st. For passage apply at the office, No. 177 West-st., corner of Warren, to D. N. CARRINGTON.

FOR LONDON—THE BRITISH STEAMSHIP MELBOURNE, Capt. A. G. FROND, will sail for the above port July 13.

She has superior accommodations for Cabin and Steerage passengers.

Rates of passage: Cabin $60, in Gold or its equivalent in currency; Steerage $45, in currency. For freight or cabin passage apply to GRINNELL, MINTURN & CO., No 78 South-st.

FOR PORT ROYAL AND BEAUFORT, S. C.—The new and first-class steamship TRADEWIND, B. K. BABBIDGE, Commander, will leave Pier No. 4, North River, for above ports on WEDNESDAY, July 6, at 3 o'clock P. M. precisely. For freight or passage, (having excellent accommodations,) apply to
P. N. SPOFFORD, No. 17 Broadway.

NOTICE TO CONSIGNEES.—THE STEAMER CELLA, from London via Havre, will commence discharging under "general order," at Pier No. 21 North River, on TUESDAY, the 5th inst., at 1 o'clock.
HOWLAND & ASPINWALL, Agents.

NOTICE.—THE STEAMSHIP WASHINGTON, for Havre, will leave Pier No. 50 North River, (foot of Morton-st.,) on WEDNESDAY MORNING, 6th inst., at 9 o'clock precisely. Passengers are requested to be on board at 8 o'clock.

EXCURSIONS.

TO THE COAL FIELDS OF PENNSYLVANIA,

Passing through Water Gap, Scranton, Wyoming Valley, Harrisburgh, Reading, Mauch Chunk, Bethlehem, Easton, &c.

Tickets for these excursions are now for sale at the office of the Central Railroad Company of New-Jersey, foot of Cortlandt-st., New-York.

For description of the routes and further information apply at office foot of Cortlandt-st., or of H. P. BALDWIN, General Ticket Agent, No. 69 Wall-st.

A LARGE STEAMER, WITH SALOONS; ALSO, SMALL SIDE-WHEEL STEAMERS.—The splendid new double-deck barges GERALDINE and STELLA, with Biddle's Grove and Woodbridge Park, to let for excursions.
H. V. BONNELL & CO., No. 159 Front-st.

TO LET TO EXCURSION PARTIES— Dudley's Grove, near Hastings; Newark Bay Grove, Saltersville; Myers' New Grove, Staten Island; the large new barges WALTER SANDS and MAYFLOWER, with steamboats of all kinds. Apply to W. & E. MYERS & CO., foot of Morton-st.

FOR EXCURSIONS.—THE NEW AND FAvorite barges HARVEST HOME and the RHINEBECK; also, steamboats with or without saloons. St. Ronan's Well and Pleasant Valley and other groves, to let. Excursion Office, No. 382 West-st., corner Barrow.
H. B. CROSSETT.

HORSES AND CARRIAGES.

AT PRIVATE SALE—CARRIAGES OF EVERY description, phaetons, rockaways, Germantowns, top and no-top buggies, depot and four-seat park wagons, light coach and four-seat phaeton with drop-seat for children, harness, &c., by HARRY C. COOK, No. 15 Dey-st.

WANTED—A WELL-BUILT SINGLE COUPE, but little used; round front preferred. If for sale cheap, apply to Box No. 1,974 Post-office.

PRINTING.

CHEAPEST PRINTER IN THE WORLD

BUSINESS CARDS, INCLUDING CARDS, $1 per 1,000. Billheads, $3 per 1,000. Circulars in large quantities, 50 cents per 1,000, and labels 40 cents. ALL KINDS OF BOOK, JOB AND NEWSPAPER PRINTING equally cheap. T. R. DAWLEY'S new establishment, No. 13 Park-row, opposite the Astor House.

RAILROADS.

RARITAN AND DELAWARE BAY RAILROAD.

TO LONG BRANCH, RED BANK, SHARK RIVER MANCHESTER, TOM'S RIVER, BARNEGAT, SHAMONG AND ATSION.

On and after Wednesday next, June 15, and until further notice, the fast and commodious steamer JESSE HOYT will leave foot of Murray-st., North River, daily, (Sundays excepted,) at 6:15 A. M., 11 A. M., and 4:15 P. M., connecting with the Raritan and Delaware Bay Railroad at Port Monmouth with trains for the above points.

Returning, trains will leave—

LONG BRANCH
At 7:15 A. M., 11:10 A. M., and 4 P. M.

Stages connect at the Highlands, (Thompson's), Shark River Station for Shark River, New-Bedford and Squan, Manchester and Woodmansie for Tom's River and Barnegat, Tuckerton, Waretown, and Mannahawken.

For further information apply to office on the pier.

Commutation tickets to Long Branch, Red Bank, &c., &c., can be had on application to the company's office, No. 65 Beaver-st.

WM. F. GRIFFITHS, Jr., Gen'l Sup't.

ATLANTIC AND GREAT WESTERN RAILWAY.
NEW BROAD GAUGE ROUTE.

Passenger trains leave New-York via the Erie Railway, from foot of Chambers-st., running through to Cleveland, Ohio, without change of cars, connecting with railroads for all principal cities in the West.

This road is being extended, and will soon be in complete running order to Mansfield, Galion, Urbana, Dayton, Cincinnati and St. Louis, without break of gauge.

H. F. SWEETZER, General Superintendent.
T. H. GOODMAN, General Ticket Agent, Meadville, Pa.

NEW-YORK & FLUSHING RAILROAD.

Leave New-York, at James-slip Ferry and 34th-st. Ferry, at 6, 7, 8, 9, 11, 2, 4, 5, 6 and 7½.

Leave Flushing at 5:40, 7, 8, 9, 11 A. M.; 1, , 5, 6 and 7½ P. M.

N. B.—On TUESDAYS and FRIDAYS, a special night train leaves Flushing at 11 P. M., and from 34th-st. Ferry at 12 P. M. Sunday trains leave Flushing at 8 and 10 A. M., and 1, 4 and 6 P. M. Leave Hunter's Point at 9 and 11 A. M., and 2, 5 and 7 P. M.

JOHN S. BOTTORFF, Superintendent.

LONG ISLAND RAILROAD—SUMMER ARRANGEMENT.—Leave New-York, James-slip and 34th-st., East River, for Greenport, Sag Harbor and Hamptons, at 8 A. M. and 3:30 P. M. For Riverhead, Yaphank and Lakeland at 8 A. M. and 3:30 P. M. For Islip, Babylon and Farmingdale at 8 A. M., 3:30 and 5:30 P. M. For Syosset at 10:30 A. M. and 4:30 P. M. (Stages connect for Cold Spring, Oyster Bay and Huntington.) For Hempstead, Jamaica and Winfield at 8, 10:30 A. M. and 3:30, 4:30 and 5:30 P. M.

Sunday excursion train leaves 34th-st., East River, at 8:30 A. M., for Riverhead, stopping at all stations, except Hempstead and Syosset.

Excursion tickets for this train at reduced rates.

A. REASONER, Superintendent.

ERIE RAILWAY.—PASSENGER TRAINS leave as follows, viz.:

7 A. M.—Express for Buffalo.
7 A. M.—Express for Cleveland direct, via A. & G. W. Ry.
8:30 A. M.—Milk, daily, for Otisville.
10 A. M.—Mail, for Buffalo.
4 P. M.—Way for Otisville, Newburgh, Warwick.
5 P. M.—Night Express—Saturdays and Sundays excepted—for Dunkirk, Buffalo, &c.
6 P. M.—Lightning Express, daily, for Dunkirk, Rochester, Canandaigua, &c. On Saturdays this train will run to Buffalo only.
8 P. M.—Emigrant, for Dunkirk.

CHAS. MINOT, General Superintendent.

HUDSON RIVER RAILROAD—FOR ALBANY, TROY, THE NORTH AND WEST.—Trains leave:

FROM CHAMBERS-ST.	FROM THIRTIETH-ST.
Express, 7 and 10 A. M., and 4 and 6 P. M.	7:22, 10:27 A. M. and 4:27 and 6:22 P. M.
Troy and Albany, (with sleeping car,) 10:40 P. M.	11:02 P. M.

On SUNDAYS, at 6:22 P. M. from 30th-st.

BROOKLYN CENTRAL AND JAMAICA RAILROAD.—SUMMER ARRANGEMENT.—For Jamaica, 8 and 10:15 A. M. 1, 3:15, 4:15, 5:45 and 6:45 P. M. For Hempstead, 8 and 10:15 A. M., and 3:15 and 4:15 P. M. For Syosset, 10:15 A. M., and 4:15 P. M. For North Islip and Greenport, 8 A. M. and 3:15 P. M. Leave Jamaica, 6, 8, 9:30 and 10:30 A. M., and 1, 3:30, 4:30, 6 and 7 P. M. Sunday trains leave hourly from East New-York.

L. O. RICHARDSON, Superintendent.

NORTHERN R. R. OF NEW-JERSEY.—Trains leave Jersey City for Piermont at 5 A. M., 9:15 A. M., 2:15 P. M., 4:22 P. M., 6:25 P. M. The 9:15 A. M. and 4:22 P. M., run through to Monsey.

THOS. W. DEMAREST, Sup't.

SARATOGA TRAVEL VIA HUDSON RIVER RAILROAD.—Trains leave Chambers-st. depot at 7 and 10 A. M., arrive at Saratoga at 2 and 6:45 P. M.

BENEDICT'S TIME

For Railroads, Steamboats, &c., No. 174 Broadway, corner Cortlandt-st., (formerly No. 5 Wall-st.)

BENEDICT BROTHERS.

Watches, Jewelry, Diamonds and Silver-Ware.

NEW-YORK, HARLEM AND ALBANY RAILROAD.—For Albany, Troy, North and West, leave 26th-st depot at 10:30 A. M. and 4 P. M. Sunday train, 4 P. M.

STEAMBOATS.

DAY LINE FOR ALBANY.—CHANGE OF PIER.—PLEASURE TRAVEL TO CATSKILL MOUNTAIN HOUSE, LEBANON SPRINGS, SARATOGA, MONTREAL and all points NORTH and WEST VIA HUDSON RIVER.—The new steamboat C. VIBBARD, Capt. D. H. HITCHCOCK, and the DANIEL DREW, Capt. J. F. TALLMAN, form a Day Line for Albany from Desbrosses-st. at 7 A. M., and 30th-st. at 7:10, landing at Cozzens Hotel dock, West Point, Newburgh, Poughkeepsie, Rhinebeck, Catskill and Hudson. Tickets sold on board and baggage checked West and North.

AFTERNOON BOAT FOR NEWBURGH.—The new steamer THOMAS COLLYER, leaves every afternoon, at 4 o'clock, from foot of Jay-st., landing at 30th-st., New-York, Grassypoint, Cozzens', West Point, Cold Spring and Cornwall. Returning leaves Newburgh every morning at 7 o'clock; landing at Cornwall, 7:10; Cold Spring, 7:23; West Point, 7:35; Cozzens', 7:40; Grassypoint, 8:25; New-York, 10:30.

FOR BRIDGEPORT.—DAILY LINE.—THE Steamer BRIDGEPORT leaves Pier No. 26 East River, daily, at 12 o'clock, noon, arriving in Bridgeport in time to connect with the Housatonic, Saugatuck, New-Haven and Hartford Railroads; also, the Shore Line to Saybrook and New-London. Freight taken to Bridgeport and all stations on the Saugatuck Railroad.

CONEY ISLAND FERRY—LANDS AT Fort Hamilton.

The NAUSHON leaves:
Christopher-st. at 9:30, 12:30, 3:30.
Dey-st., at 9:45, 12:45, 3:45.
Morris-st. (Pier No. 4) at 10, 1, 4.

FOR RONDOUT—LANDING AT CORNWALL, Newburgh, Marlboro, Milton, Poughkeepsie, West Park and Elmores. The steamers JAMES W. BALDWIN, Capt. J. H. TREMPER, and THOMAS CORNELL, Capt. W. H. CORNELL, will leave New-York daily, (Sundays excepted,) from foot of Jay-st., at 4½ P. M. Returning, will leave Rondout at 6 P. M.

MORNING LINE FOR PEEKSKILL.—The AURORA leaves Jay-st., daily, (without exception,) at 8 A. M.; lands at 30th-st., Yonkers, Hastings, Dobb's Ferry, Nyack, Sing Sing, Haverstraw, Grassypoint, and Verplanck.

FOR NEW-HAVEN, HARTFORD AND SPRINGFIELD.—Steamboat and railroad connection at New-Haven. Steamers leave Peck-slip, East River, daily, Sundays excepted, at 3:15 and 11 P. M.

LEGAL NOTICES.

NOTICE.—PURSUANT TO AN ACT PASSED by the Legislature of the State of New-York, entitled "An Act to authorize the formation of a corporation in place of the Northern Railroad Company, dissolved, and to empower said corporation to execute a mortgage upon its property, passed March 31, 1857, as revised and amended by the act for that purpose, passed April 8, 1864," and to an order of the Supreme Court of the State of New-York, made pursuant thereto, notice is hereby given to William A. Wheeler, John S. Eldridge and William C. Brown, Trustees of the Second Mortgage Bonds of the Northern Railroad Company, Francis B. Crowninshield, George A. Kittel, Calvin W. Gibbs, Executor of James G. Hopkins, deceased, Mary J. Brown, Administratrix of Anthony C. Brown, deceased, Joseph W. Clark, William Thomas, J. A. Burnham, Israel Whitney, H. H. Honeywell, The Hope Insurance Company, The United States Insurance Company, The New-England Mutual Marine Insurance Company, J. J. Abbott, Otis Daniel, Richard Olney, Peter Butler, The Northern Railroad Company of New-Hampshire, George R. Sampson, Lewis W. Tappan, John J. Missroon, and the Northern Railroad Company, and all others, if any there be, who have heretofore been made parties to any decree made by the Supreme Court of the State of New-York, in respect to either of the mortgages executed by the Northern Railroad Company of New-York, that the Ogdensburgh and Lake Champlain Railroad Company, a corporation composed of second mortgage bondholders of said Northern Railroad Company, organized under the Act for that purpose passed by the Legislature of the State of New-York, on the 8th day of April, 1864, will apply at the General Term of the Supreme Court, to be held at the Court-house in Plattsburgh, Clinton County, N. Y., on the 12th day of July next, at 10 o'clock A. M., for an order instructing the Trustees of the said second mortgage bondholders to transfer the property, real and personal, held by them as such Trustees, to the said Ogdensburgh and Lake Champlain Railroad Company, pursuant to the said act.—Dated June 14, 1864.

CHAS. G. MYERS, Attorney for the
Ogdensburgh and Lake Champlain R. R. Co.

NOTICE IS HEREBY GIVEN THAT under and by virtue of a certain instrument of indenture, dated the sixth day of February, in the year one thousand eight hundred and forty-nine, made and entered into between EDWARD K. COLLINS, JAMES BROWN, ELISHA RIGGS, WILLIAM S. WETMORE and STEWART BROWN, of the first part; PROSPER M. WETMORE, of the second part, and the United States of America, by JOHN Y. MASON, Secretary of the Navy of the United States, of the third part, and for the purpose of obtaining repayment of the sum of one hundred and fifteen thousand and five hundred dollars, being the amount of the outstanding balance of advances due, unpaid and unrefunded to the United States, with interest thereon from the twentieth day of February, in the year one thousand eight hundred and fifty-eight, I will on the first day of November, in the year one thousand eight hundred and fifty-eight, at twelve o'clock at noon, sell at the Merchants' Exchange, at the City of New-York, at public auction, for cash, the steamship *Atlantic*, her tackle, apparel, &c.

PROSPER M. WETMORE, Trustee.

NEW-YORK, April 19, 1858.

The above sale having been postponed from time to time to this date, it is hereby again postponed until THURSDAY, October twenty, one thousand eight hundred and sixty-four, at the Merchants' Exchange Salesroom, No. 111 Broadway, in the City of New-York, at twelve o'clock at noon.

PROSPER M. WETMORE, Trustee.

NEW YORK, May 31, 1864.

COMMISSIONER FOR NEW-JERSEY and other States—No. 5 Beekman-st., Room No. 8, first floor, over Park Bank.

FOR SALE.

WHARF PROPERTY.

Valuable wharf property and water right for sale, together with half the block of land between Horatio and Gansevoort sts., being the block of land next to the market property now purchased by and belonging to the City. Apply to EDWARD GREEN, Executor.
No. 521 West-st.

FOR SALE—TIMBER LOT.—3,600 ACRES, NINETY miles from the City, seven miles from the Delaware and Hudson Canal, ten miles from Erie Railroad, two saw mills, large tannery, twelve dwellings, store, blacksmith-shop, &c., &c. If a party with sufficient capital to lumber it rapidly, a large proportion of the price will be taken in a per centage upon the lumber sold without interest; balance on bond and mortgage, with seven per cent. interest, semi-annually. Timber chiefly hemlock, oak and pine. Inquire of W. L. BARNES, Agent, No. 302 Broadway.

FOR SALE—AT BRIDGEPORT, CONN., A HANDsome country residence, with eight acres of ground, 1½ miles from railroad depot. On the premises are a double house, with kitchen wing attached, furnished with hot-air furnace, bath-room, range, &c.; a large barn, with cellar, hen-house, tool-house, and other outbuildings, all nearly new and in good order; fine garden, fruit and shade trees, evergreens and shrubbery, grounds bounded by water on one side. Apply on the premises to J. N. IRELAND, or to HOMER MORGAN, No. 2 Pine-st., New-York.

ORANGE, N. J.—VILLAS, VILLA SITES AND farms, a great variety, beautifully situated, one hour from New-York, for sale low. Also, country seats and houses to let for the season or year, by HENRY B. BLACKWELL, No. 59 William-st., New-York, 9 to 11 A. M.; No. 49 Main-st., Orange, 1 to 5 P. M.

ELEGANT COUNTRY RESIDENCE FOR SALE AT YONKERS—Known as Beechwood, the late residence of WM. T. COLEMAN, Esq.; house and 7 acres beautifully laid out; house has every convenience of city houses; price $70,000. Apply for permit to E. H. LUDLOW & CO., No. 3 Pine-st.

FOR SALE.—I OFFER FOR SALE MY RESIdence on Round Hill, Northampton. The buildings, the fruit, the grounds and the site constitute it one of the most desirable establishments in the country. Price moderate; payments easy. L. MALTBY.
NORTHAMPTON, Mass., June 28, 1864.

FOR SALE—A SPLENDID COUNTRY RESIdence at Madison, N. J., consisting of large, modern brick house, grapery, hot-house and abundance of all kinds of fruit, with from 20 to 80 acres of excellent land. Inquire of E. H. LUDLOW, No. 3 Pine-st., or of S. EDDY, No. 8 Pine-st.

ARE GREENBACKS DEPRECIATED?—200 lots in Brooklyn, including 600 feet of water front and 400 feet on a railroad, will be sold for $200 less per lot than the same lots were sold for before the suspension of specie payments. Inquire at No. 28 Dey-st., 2d story.

FOR SALE—IN BROOKLYN—THE THREE-story brick house No. 166 Washington-st.; situated on high ground, convenient to the ferries, containing bath, stationary tubs, range, water-closets, &c., all in perfect order. For terms, &c., apply on the premises.

TO LET.

FURNISHED HOUSE TO LET.—A NEW house, never occupied, now ready, delightfully situated, in an inclosure of 40 acres, with two other dwellings, beautifully finished, and walks and drives of a mile on the premises; sea water bathing, boating and fishing connected with the property; house has 14 large rooms; is distant one hour from the city by New-Haven Railroad. Rent $800. Address K. Box No. 4,616 New-York P. O.

TO LET—FURNISHED, A SMALL THREE-story house in good location, one block from Union-square; rent $85 per month. Address T. M. J., Box No. 1,558 Post-office.

A FACTORY TO LEASE—GOOD WATER power, shafting, belting, plenty of cottages, &c., 20 miles from the City, near railroad depot. Inquire No. 28 Dey-st., second story.

BUILDINGS AND LOTS TO RENT—SUITable for manufacturing purposes, convenient to Hamilton-av. Ferry, Brooklyn. Inquire of C. KELSEY, office on Sedgwick-st., or at his residence, 19 Strong-place.

WANTED IMMEDIATELY—A SUITABLE person to take charge of a private house in the country and board the family; house furnished. Address P., Box No. 204 *Times* Office.

HOUSES & ROOMS WANTED

WANTED TO PURCHASE—A CHEAP CORner property in New-York City, not less than 50x100, within two miles of the Metropolitan Hotel. Address Box No. 2,200 Post-office.

BOARDING AND LODGING.

WANTED—APPARTMENTS IN A PRIVATE family for two or three gentlemen, friends, with partial board. Address, stating terms, No. 32 Sweeny's Hotel, New-York.

BOARD ON BROOKLYN HEIGHTS— Near Wall-st. Ferry. Apply at No. 101 Willow-st. References required.

FURNISHED ROOMS TO LET—WITH partial board. Apply at No. 176 East 14th-st. Location good. References exchanged.

COUNTRY BOARD.

A GENTLEMAN, WITH WIFE AND child, wishes to find two rooms, partly furnished, with board, in a strictly private family; will pay from $20 to $25 a week. Address B., Box No. 5,182 New-York Post-office, stating particulars.

COUNTRY BOARD WANTED—BY A SINgle gentleman, either on Staten Island or in Jersey; must be within two hours of Wall-st. Address P., Box No. 194 Post office, giving particulars of location, terms, and traveling facilities.

COUNTRY BOARD WANTED NEAR THE seashore or Sound for a gentleman and wife, two children and servant; on the line of the New-Haven Railroad preferred. Address Box No. 1,424 New-York Post-office.

BOARD IN CORNWALL.—A QUIET, REspectable family can be accommodated, about two miles beyond the landing, in an elevated situation, where there is but one other family engaged. Address Mrs. HENRY T. JENKINS, Canterbury, West Cornwall.

BOARD AT YONKERS.—A FEW GENTLEmen can obtain board in a private family; no other boarders; ten minutes' walk from depot; good river view. Address E. M. H., Yonkers Post-office.

DESIRABLE SUMMER BOARD CAN BE procured by families at the country residence of the advertiser; pleasant location, comfortable rooms, liberal table; plenty of fresh fruit and vegetables. Address H. E., Town of Esopus, Ulster County, N. Y.

SUMMER RESORTS.

BELLEVUE HOUSE,
NEWPORT, R. I.

This house was opened the 1st of July for the accommodation of visitors and boarders. The house is in fine order and has been furnished throughout with Howe's spring beds. I design to keep the best house in town.
JOHN A. PARKS, formerly proprietor of Marlboro Hotel and Parks House, Boston.

CATSKILL MOUNTAIN HOUSE.—THIS favorite Summer resort is now open for the reception of guests. Visitors will find an authorized agent, with badge, at the Catskill steamboat landing and Catskill station, Hudson River Railroad, to assist visitors, provide conveyances, take care of baggage, &c.

NOSTRAND HOUSE—SAND'S POINT, LONG Island, on Long Island Sound, is 1½ hours' sail per steamer ARROWSMITH; leaving Peck Slip at 4 P. M., returning at 9 A. M. A furnished cottage of five rooms to let. B. B. NOSTRAND.

SEA BATHING.—CONGRESS HALL, LONG Branch, New-Jersey, is now open for the season. Steamer JESSE HOYT leaves foot of Murray-st. at 6:15 A. M., 11 A. M., and 4:15 P. M., for Long Branch.
WOOLMAN STOKES.

HEATH HOUSE—SCHOOLEY'S MOUNTAIN Mineral Springs, N. J., reached by Morris and Essex Railroad, foot of Barclay-st., New-York, at 8½ A. M. and 4 P. M. E. B. COLEMAN, Proprietor.

UNITED STATES HOTEL, LONG BRANCH, N. J., is now open for the reception of visitors. Address B. A. SHOEMAKER, Proprietor.

INSTRUCTION.

MISS AIKEN'S SEMINARY FOR YOUNG LADIES, STAMFORD, CONN.

The Fall term will open Sept. 7, 1864. The Principal will be assisted by a large staff of resident teachers and well-known professors from the City daily. REFERENCES —Robert R. Booth, D. D., No. 101 9th-st.; Dr. C. F. Heywood, No. 16 West 32d-st.; Rev. L. W. Bacon, Stamford. Circulars at Randolph's book-store, No. 770 Broadway.

MRS. SYLVANUS REED WILL OPEN her Boarding and Day School for Young Ladies, at No. 11 West 36th-st., on the 21st of September. Arrangements are made for giving thorough instruction in the French and German languages, which will be spoken in the family. The English departments will be under the charge of accomplished teachers. Applications can be made and circulars obtained at the above address.

TWO GENTLEMEN OF MANY YEARS experience, offer their services to a few select families, in the City or country, to instruct their children thoroughly in Classics, Modern Languages, English, and Piano; both are graduates, and one from the University of France; is widely known in this City; best references given. Address INSTRUCTORS BOX, No. 124 *Times* Office.

MRS. OGDEN HOFFMAN'S FRENCH and English Boarding and Day School, No. 17 West 38th-st., will reopen on WEDNESDAY, Sept. 21. Mrs. H. will be at home after Sept. 8. Before that date, letters on business addressed as above will be promptly answered.

BOOK-KEEPING, ARITHMETIC, PENMANSHIP, correspondence, &c., carefully taught at Goldsmith's Institute, No. 756 Broadway, corner of 8th-st. Separate rooms for ladies and for private instruction. Circulars on application. OLIVER B. GOLDSMITH.

TEACHERS.

WANTED—AN EXPERIENCED AND SUCCESSful teacher of English and Classics, whose present engagement will close with July, 1864, wishes to make a new engagement; would not refuse a situation in the West Indies or South America. Address TEACHER, Box No. 217, Sing Sing, N. Y.

A YOUNG LADY HAVING HAD THREE years' experience in teaching, desires a situation as teacher for English and drawing, in a private school or seminary, and is willing to take the care and responsibility of the school. Address E. B., Box No. 372 Brooklyn Post-office.

AMUSEMENTS.

BARNUM'S AMERICAN MUSEUM.

LAST WEEK OF THE DRAMATIC SEASON.
A MELANGE OF NOVELTIES FOR THE PUBLIC GRATIFICATION.
MORE UNPRECEDENTED,
GREATER,
and MORE STUPENDOUS,
than was ever before exhibited to
ANY PUBLIC, IN ANY PLACE, AT ANY PRICE.
DAILY, at 11 A. M. and at 3 and 7¾ P. M.
The Dashing and Heroic
MISS MAJOR PAULINE CUSHMAN,
THE FAMOUS UNION SPY AND SCOUT,
Positively her last week,
repeats the THRILLING NARRATIVE of her
SERVICE,
CAPTURE,
CONDEMNATION,
and RESCUE.
EVERY AFTERNOON AND EVENING at 3 and 7¾ o'clock.
THE GRACEFUL AND ELEGANT MLLE. ERNESTINE,
in her beautiful Pas Seul,
"LA NATIONALE,"
And other dances.
MR. J. H. CLIFFORD, THE CELEBRATED ETHIOPIAN COMEDIAN,
In his favorite Songs and Dances
And the Splendid Domestic Drama of
BLIGHTED FAITH;
OR, THE
DUEL AT THE MASQUERADE.

NASON'S NEW PATENT VENTILATOR, driven by steam, will be in operation during "THE HEATED TERM," driving and diffusing through the Lecture Room 15,000 FEET OF PURE COOL AIR PER MINUTE, rendering the MUSEUM beyond dispute, the COOLEST PLACE OF AMUSEMENT IN THE CITY.

To be seen at all hours,
THE MARVELOUS AFRICAN MUD FISH, BROUGHT HERE IN DRY SOLID CLAY!!!
FOUR SPLENDID SEALS, JUST CAPTURED, WILL BE EXHIBITED, SPORTING IN THEIR NATIVE ELEMENT,
IN THE NEW MAMMOTH SALT WATER TANK.

THE GREAT GIANT GIRL, THE COLOSSAL FRENCH GIANT, THE TWO SMALLEST DWARFS LIVING, THE THREE ALBINO CHILDREN, BEAUTIFUL AQUARIA, TWO LIVING KANGAROOS, LIVING PORCUPINE, MINIATURE SKATING POND, THREE TABLEAUX OF MOVING WAX FIGURES, THE GEN. TOM THUMB BRIDAL GROUP, HOUDIN'S AUTOMATON WRITER, THE MUSICALLY EDUCATED SEAL, MONSTER SERPENTS AND OTHER CURIOSITIES.

Phrenological Examinations by Prof. LIVINGSTON.
Admission, 25 cents. Children under ten, 15 cents.

On FRIDAY, July 8, 1864, benefit of Miss PAULINE CUSHMAN, (her last appearance but two), on which occasion only, she appears in a farce, assisted by Mr. J. M. WARD, the favorite Irish comedian.

LAST NIGHTS.—LAST NIGHTS OF FALLON'S STEREOPTICON AT IRVING HALL.
NEW VIEWS OF McCLELLAN'S CAMPAIGN,
and movements of the Army of the Potomac, in camp, on the march and in the field,
PHOTOGRAPHED BY MR. GARDNER,
and reproduced by Fallon's Stereopticon, covering a surface containing over 600 square feet.
Tickets, 25 cents.

DRY GOODS.

NEW SKIRT FOR 1864.

A NEW AND GREAT INVENTION IN HOOP SKIRTS.
THE DUPLEX ELLIPTIC (OR DOUBLE) STEEL SPRING.
J. I. & J. O. WEST, NO. 97 CHAMBERS-ST., NEW YORK,
Are the owners of the patent and exclusive manufacturers of this.
J. W. BRADLEY'S
PATENTED DUPLEX ELLIPTIC STEEL SPRING SKIRTS.

This invention consists of Duplex (or two) Elliptic Steel Springs, ingeniously braided tightly and firmly together, edge to edge, making the toughest, most elastic, flexible and durable spring ever used, enabling the wearer, in consequence of its great elasticity and flexibleness, to place and fold the skirt when in use as easily and with the same convenience as a silk or muslin dress. It entirely obviates and silences the only objections to hoop skirts, viz.: the annoyance to the wearer as well as the public, especially in crowded assemblies, carriages, railroad cars, church pews, or in any crowded place from the difficulty of contracting them to occupying a small space. This entirely removes the difficulty, while giving the skirt the usual full and symmetrical form, and is the lightest and most stylish and graceful appearance for the street, opera, promenade or house dress. A lady having enjoyed the pleasure, comfort and great convenience of wearing the Duplex Elliptic Spring Skirt for a single day, will never afterward willingly dispense with the use of them. They are the best quality in every part, and by far the lightest, most durable, comfortable and economical skirt made. Merchants will be supplied as above, and ladies in most first-class retail stores in this City and throughout the different States.

☞ Inquire for the
DUPLEX ELLIPTIC SPRING SKIRTS.

DUPLEX ELLIPTIC SPRING SKIRT.
THE MOST POPULAR
AND FLEXIBLE IN USE.
A. T. STEWART & CO.,
Broadway and Tenth-st.

BRADLEY'S DUPLEX ELLIPTIC SKIRT

Very flexible, folded easily when in use to occupy a small space, making the most agreeable skirt worn.

For sale by
LORD & TAYLOR,
Nos. 461 to 467 Broadway
Nos. 255 to 261 Grand-st.,
Nos. 47 and 49 Catherine-st.

PATENT DUPLEX ELLIPTIC SKIRT.

Combining elegance, lightness, comfort and economy, and unquestionably the most desirable article made.

For sale by
ARNOLD, CONSTABLE & CO.,
Corner Canal and Mercer sts.

BRADLEY'S DUPLEX ELLIPTIC SKIRT,
THE GREATEST IMPROVEMENT WE HAVE EVER SEEN IN LADIES' SKIRTS,
And an article of
SUPERIOR EXCELLENCE.
ROBERT MORTON,
No. 469 Broadway.

HOW TO SAVE MONEY.
MAKE YOUR PURCHASES OF
SMITH & LOUNSBERY,
NO. 456 BROADWAY, NEAR GRAND-ST., NEW YORK.
CARPETS AND OIL CLOTHS,
AT THE EARLIEST POSSIBLE MOMENT.

Having completed our orders and contracts previous to the late important advance, we still continue to offer our entire stock of NEW SPRING STYLES at less than importers' and manufacturers' present prices.

Call early if you want choice styles at a bargain.

THE LARGEST STORES IN THE CITY.
SKIRTS,
CORSETS,
PADS, &c., &c.
MRS. TOOTHAKER,
Nos. 286 Bowery and 279 Grand-st.

CARPET WARP,
COLORED AND UNCOLORED.
H. A. HARVEY,
No. 84 Maiden-lane.

A. T. STEWART & CO.

Will offer during the present week
At old prices, notwithstanding the new tariff,
And the high price of gold,
SILKS, ORGANDIES,
MOHAIRS, POPLINS, DRESS GOODS,
LACES, EMBROIDERIES,
CLOAKS, SHAWLS,
COTTON SHIRTINGS,
SHEETINGS,
HOUSEKEEPING
AND
FURNISHING GOODS, &c., &c.,
Prior to closing their half-yearly inventory.
BROADWAY AND TENTH ST.

LOST AND FOUND.

LOST OR MISLAID—CERTIFICATE NO. 3,396, for one hundred shares ILLINOIS CENTRAL SCRIP STOCK, dated Aug. 12, 1863, in the name of Camman & Co.

The transfer has been stopped, and all persons are notified not to negotiate the certificate.

Application will be made for a new certificate.

The finder is requested to return the same to
WHITEHOUSE, SON & MORISON,
No. 29 William-st.

LOST OR STOLEN—A CERTIFIED CHECK on the Irving Bank for three hundred and forty-six dollars and 40 cts. ($346 40-100,) drawn by J. G. C. Schmersahl, No. 20 Jay-st., to the order of M Levy. The public are hereby notified not to negotiate the above check, as payment has been stopped. Whoever returns the above to M. LEVY, No. 81 Mott-st., will be suitably rewarded.

LOST—A BANK-BOOK NO. 233,193 ON THE Bleecker-st. Savings Bank, this day, together with a check on said bank for $50, signed by James Bally. A suitable reward will be paid by leaving bank-book and check at the office of William P. Bally, No. 30 Broadway, New-York.

LOST—IT IS SUPPOSED IN THE FOURTH-AV. cars, on Saturday, a small POCKET-BOOK, containing about $85 dollars in bills and currency. The finder will be satisfactorily rewarded by returning the same to No. 60 2d-av.

LOST—A PORTMONNAIE CONTAINING SEVERal dollars in bills and a gold piece, on Saturday last; supposed in a City railroad car; the contents were the earnings of a working girl who will be glad to fairly reward the finder. Address Box No. 407 Post-office.

STATIONERY.

THE BEST AND CHEAPEST INK.
AMERICAN UNION INK, jet black ink, flows freely and does not corrode. Sold at No. 5 Ludlow-st., and at the stationers generally. JESSE G. KEYS.

ASK YOUR STATIONER FOR CONGER & FIELD'S writing fluid, warranted better than any other ink. S. S. STAFFORD, Chemist, Manufacturer, No. 11 Cedar-st., New-York.

AMUSEMENTS.

WALLACK'S.

TO-NIGHT
AND EVERY NIGHT DURING THE WEEK,
The eminent artiste,
MISS AVONIA JONES,
in the new play (for which she has been expressly engaged), Filmer's justly celebrated and highly attractive drama,
THE
WINNING SUIT,
the most popular legitimate production acted in England for years,
and
never before performed in America.
ILLUSTRATED BY
NEW SCENERY,
NEW COSTUMES,
APPOINTMENTS,
ORIGINAL MUSIC,
And the following brilliant distribution:

Don Pedro	Mr. Charles Fisher
Count Roderic	Mr. A. H. Davenport
Josef	Mr. George Holland
Don Alphonso, King of Castile	Mr. Norton
Capt. Sebastian	Mr. Daly
Villa Nova	Mr. Williamson
Capt. Alvez	Mr. Pope
Juan	Mr. Browne
Orelia	Miss Avonia Jones
Francesca	Miss Ione Burke

(with a favorite Spanish song, La Colasa.)

Hostess	Mrs. John Sefton
The new scenery	by Isherwood & Engles
The costumes	by Benschoten
The incidental music	by Mr. Mollenhauer
The properties and appointments	by Mr. Timoney

THE WINNING SUIT
will be repeated
EVERY EVENING DURING THE WEEK.
Doors open at 7½. Overture commences at 7¾. Curtain rises at its conclusion.
Box book now open.

NIBLO'S GARDEN.

Lessee and Manager .... WM. WHEATLEY.
THE SUMMER THEATRE OF THE CITY,
THE ILLUMINATED GARDEN OPEN EVERY EVENING.
THE
DUKE'S
MOTTO!
LAST NIGHT BUT THREE.
WEDNESDAY EVENING, JULY 6, 1864,
will be performed John Brougham's celebrated Drama, entitled
THE DUKE'S MOTTO,
THE GEM OF ROMANTIC PLAYS.
WILLIAM WHEATLEY,
in his original and highly successful character of
CAPT. HENRI DE LAGARDERE,
sustained in the principal rôles by Messrs. J. G. Burnett, J. C. Nunan, E. Lamb, B. T. Ringgold, J. W. Blaisdell, E. Holmes, J. Seymour, (with songs,) Misses Mary Wells, Rose Eytinge, Skerrett, etc., etc.
BEAUTIFUL SCENERY,
MAGNIFICENT DRESSES,
APPOINTMENTS,
ORIGINAL MUSIC,
NOVEL EFFECTS,
AND DOUBLE CORPS DE BALLET.
Musical Conductor .... Harvey B. Dodworth.

The Management is happy to announce that an engagement has been effected with the distinguished artiste, Miss
LUCILLE WESTERN,
who will make her first appearance in this Theatre, on
MONDAY NEXT, JULY 11,
AS OGARITA, IN THE GRAND SPECTACULAR DRAMA OF THE
SEA OF ICE,
which has been some time preparation.

OLYMPIC THEATRE.

Lessee and Directress .... Mrs. John Wood

Mrs. JOHN WOOD takes great pleasure in announcing that she has effected an engagement for a limited number of nights with those distinguished artistes,
MADAME COMTE BORCHARD,
MR. WM. CASTLE,
AND MR. S. C. CAMPBELL,
Together with a
POWERFUL COMPANY,
Full Chorus and efficient Orchestra,
Under the direction of
MR. ANTHONY REIFF,
For the purpose of representing in a superior manner a series of
ENGLISH OPERAS,
commencing on
MONDAY EVENING, July 4,
and continuing
EVERY EVENING DURING THE WEEK,
With Wallace's Grand Opera, in three acts,
MARITANA.

Maritana	Madame Comte Borchard
Don Cæsar	Mr. Wm. Castle
Don Jose	Mr. S. C. Campbell
King Charles II. of Spain	Mr. J. Clark
Marquis	Mr. Warren White
Lazarillo	Miss Louisa Myers
Marchioness	Mrs. M. E. Burroughs

Doors open at 7½, commencing at 8 o'clock.
Seats secured three days in advance.
Manager of Opera .... Mr. B. A. Baker

MUSICAL.

CHICKERING & SONS

MANUFACTURERS OF GRAND, SQUARE, AND UPRIGHT PIANO-FORTES, No. 652 BROADWAY.—The superiority of these instruments has of late been amply demonstrated by the voluntary testimony of the foremost artists of the day, who claim for them excellencies of tone and workmanship hitherto unobtained by any other makers.

Mr. GOTTSCHALK'S constant use of the NEW SCALE CHICKERING GRAND PIANO-FORTES has severely tested their musical qualities, and resulted in establishing the justice of the very flattering estimation in which they are held.

BRADBURY'S
GOLD MEDAL
NEW SCALE PIANO-FORTES,
after thorough and repeated tests by GOTTSCHALK, MASON, MILLS, SANDERSON, FRADEL, MORGAN, HELLER, TIMM, PATTERSON, and many others of the most competent judges, are pronounced "superior in power, purity, richness and quality of tone and thoroughness of workmanship." See their letter in my last circular. Seven First Premiums, including two Gold Medals, were received by Mr. Bradbury within four weeks, at the State fairs; and at the American Institute of 1863, "for the BEST PIANO-FORTE, A GOLD MEDAL." Warerooms No. 427 Broome-st., one block east of Broadway.
WM. B. BRADBURY.

STEINWAY & SONS'
GOLD MEDAL GRAND AND SQUARE PIANOS are now considered the best in Europe as well as this country, having received the first Prize Medal at the World's Exhibition in London, 1862.

The principal reason why the Steinway Pianos are superior to all others, is, that the firm is composed of five practical pianoforte makers, (father and four sons,) who invent all their own improvements, and under whose personal supervision every part of the instrument is manufactured. Warerooms, Nos. 71 and 73 East 14th-st., between Union-square and Irving-place, New-York.

THE CALENBERG & VAUPEL PIANOS

"They are unsurpassed for volume and sweetness of tone, elasticity of touch and durability; they are perfect and superior to any others made in this country, &c., &c."—Testimonial of the most celebrated artists. Warranted for six years. Warerooms Nos. 99 and 101 Bleecker-st., two blocks west of Broadway.

HAINES BROTHERS,
PIANO-FORTE MANUFACTURERS.
Warerooms No. 758 Broadway.
PIANOS TO LET AND FOR SALE
ON INSTALLMENTS.

RAVEN & BACON,

Piano-Forte Manufacturers, Wareroom, No. 135 Grand-st., near Broadway. A full assortment of our well known PIANOS constantly on hand, warranted in every respect. Purchasers will do well to examine our stock and prices before making their selections.

MASON & HAMLIN'S CABINET ORGANS FOR FAMILIES, CHURCHES AND SCHOOLS— Recognized by the musical profession as greatly superior to Harmoniums, Melodeons and all other small organs. [See our illustrated catalogue for explicit testimony to their superiority, from a majority of the most eminent organists in America.] Prices, $85 to $500 each.

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THE ALABAMA.

Continued from the First Page.

official report of the engagement to the *Times*. Capt. Semmes says that in an hour and ten minutes the *Alabama* was found to be in a sinking state, the enemy's shells having exploded on her sides and between decks. For a few minutes he had hopes of reaching the French coast, but the ship filled rapidly, and the furnace fires were extinguished. Capt. Semmes says, I now hauled down colors to prevent the further destruction of life, and dispatched a boat to inform the enemy of our condition, although we were now but 400 yards from each other. The enemy fired at me five times after colors had been struck. It is charitable to suppose that a ship-of-war of a Christian nation could not have done this intentionally. Some twenty minutes after my furnace fires had been extinguished and the ship being on the point of sinking every man, in obedience to a previous order which had been given to the crew, jumped overboard and endeavored to save himself. There was no appearance of any boats coming from the enemy after the ship went down. It was fortunate myself thus escaped to the shelter of the neutral flag on board Mr. Lancaster's yacht *Deerhound*, together with about forty others.

HOW SEMMES WAS SAVED.

From the London News, June 21.

When the battle was at an end, the *Deerhound* steamed over to the *Kearsarge*, and Mr. Lancaster was asked by the officers of the Federal ship to try and pick up the scores of the *Alabama's* crew and officers who were floating and swimming about. He lowered his yacht boats, and one of them, commanded by a man named Adams, was steering his boat into a group of a dozen struggling persons, when he passed a drowning man at some short distance with an officer's cap on. One of the men in the boat cried out, "That's Semmes," and the drowning man called out, "I am the Captain—save me; I cannot keep up any longer." Adams went and dragged him into the boat. Semmes then said, "For God's sake, don't put me on board the *Kearsarge*, but put me on board your yacht." Adams promised to do so, and laid Semmes down in the bottom, and covered him with a sail to conceal him from the *Kearsarge's* boats, which were evidently anxiously searching for him. When Adams had saved a boat load he took them on board the yacht, and Semmes was at once placed below. As soon as all that were seen in the water were picked up, Mr. Lancaster was anxious to get away, and began to steam out to sea. He expected that he should have been brought to by a shot from the *Kearsarge*, but she was too disabled, it appears, to go after the *Deerhound* to overhaul her, and thus Semmes escaped being made prisoner.

THE NEWS IN LIVERPOOL.

The Liverpool correspondent of the Manchester *Examiner* writes:

"The American shipping in the port of Liverpool was never so profusely decked out with bunting as it was to-day. Although there have been periods when the fate of the *Alabama* seemed to be sealed, when the famous cruiser made her appearance at Cherbourg, there was a general opinion in Liverpool that the *Kearsarge* (one of the swiftest sloops-of-war in the Federal service) would fight Semmes. The fight has taken place and the result is known. Capt. Semmes' vessel was in good sailing condition, and the statement as to the ragged state of the copper of the *Alabama* is untrue. The fact is that Semmes depended too much upon notoriety, believed that Winslow of the *Kearsarge*, a very young man, lacked experience, and would rather run than fight, and has consequently, as it were, 'left the last plank.' The office of Messrs. Frazer, Trenholm & Co. the Confederate agents in Liverpool, was invaded to-day by people eager to learn the fate of the crew of the *Alabama*, and it was rumored on 'Change that there was £180,000 in gold on board the ship when she went down. This assertion, of course, is doubted. The yacht *Deerhound*, which rescued Capt. Semmes and a portion of the crew, is owned in Liverpool; and Capt. Lancaster is a member of the Royal Mersey Yacht Club. It is possible that there will be a nice point in law raised concerning Capt. Semmes and his crew rescued by the *Deerhound*. The yacht was requested to save as many of the crew of the *Alabama* as possible. The captain acted under instructions from Capt. Winslow, of the *Kearsarge*, therefore there will be a question as to the action of the yacht.

The following characteristic telegram has been received in Liverpool from an officer who was saved by the *Deerhound*:

"The *Alabama* was in first-rate trim. We have been deceived in the *Kearsarge*. Work hot and heavy, but weight of d——d metal of *Kearsarge* too much. Her shots went slap through below water line. Hell could not stand it. Yankee far too fast for Semmes, who held his man too cheap."

THE NEWS IN LONDON.

Correspondence of the Manchester Guardian.

London, Monday Afternoon, June 21.

Great excitement was caused in London yesterday evening, by the news, which rapidly spread through all companies, of the sinking of the *Alabama* by the *Kearsarge*. This morning's telegrams confirm the story, which last night, as disseminated from American centres of information, did not meet with universal belief. I was present as one of a numerous and mixed company, including many distinguished men, and among them a larger proportion than one finds in average London assemblages of friends of the North, when the news was brought from Miss Cushman's. Even among the warm Northerners present there was a ready and full tribute paid to the pluck and resource of Capt. Semmes amid all their satisfaction that Northern commerce was released from its heaviest scourge, and that one great cause of Federal ill-will towards this country was removed, and satisfaction was expressed that Capt. Semmes had been picked up by the boat of an English yacht, instead of a boat of the *Kearsarge*.

THE KEARSARGE.

Correspondence of the London Star.

Cherbourg, Sunday, June 19—11 P. M.

The *Kearsarge* has suffered no damage of importance in her gallant conflict with the *Alabama*. None of her officers are killed or wounded, and only three of her seamen are wounded.

The *Kearsarge* captured sixty-eight of the officers and crew of the *Alabama*; Capt. Semmes, and some of his officers escaped on an English yacht, which went out from Cherbourg just previous to the fight, and apparently with an understanding with the Captain of the *Alabama*.

MISCELLANEOUS ITEMS.

—A dispatch dated Southampton, June 21, says:

"Capt. Semmes has found it necessary to call in surgical advice for a wound in the left hand, which is injured by a splinter from a shell. A great number of visitors have called and left their cards, but the Captain politely declines seeing any one at present."

—Until the publication of Capt. Semmes' official report, there was some question as to whether Capt. Semmes did not hoist the white flag. The *Express* says "it is admitted" he did so, but the *Shipping Gazette* asserts that the *Alabama* went down with the Confederate flag flying. Capt. Semmes expressly acknowledges that he lowered his flag.

—The *Express* of June 21 states that Capt. Semmes has declined an invitation to a public dinner at Southampton. The same journal says:

"It is believed here that the *Kearsarge* is gone to Ostend. An officer of the *Alabama* said that she fought all her guns on her starboard broadside. This gave the ship a list. The great object of Capt. Semmes was to come to close quarters with the *Kearsarge* and board her; but the Commander of the latter, knowing the strength of his armament, dexterously prevented the *Alabama* from coming too near. Semmes kept his bow well toward the *Kearsarge*, to screen his rudder and screw. At length a shot knocked away one blade of the *Alabama's* screw, and another shot damaged her rudder, which the Commander of the *Kearsarge* seeing, got round to the port side and peppered the *Alabama* awfully."

—Three of the *Alabama's* officers—Armstrong, Brooks and Alcott—with six of the crew, have arrived at Cherbourg in a pilot-boat. Mr. Armstrong is wounded. Several other wounded men have been sent ashore to the hospital, having been taken in by the *Kearsarge* and *Acteon*.

COMMENTS OF THE PRESS.

WHY DID CAPT. SEMMES FIGHT.

From the London Times, June 21.

It is not in our power to say why Capt. Semmes, who had gained so much glory and so unquestionable a reputation for courage that he could afford to be prudent, came out with a ship just returned from a long voyage and much in want of repair, to encounter a foe larger, better manned, better armed, provided, as it turned out, with some special contrivances for protection, and quite as likely to be as well handled as his own ship. For many months we have heard of the *Kearsarge* as a foe worthy of the *Alabama* should she have the good luck to catch her; indeed, the Captain of the *Kearsarge* had assumed that if they met there could be only one possible result. Why, then, did not Capt. Semmes see that this was an occasion for the exercise of that discretion or that ingenuity which the greatest Generals have thought rather an addition to their fame? Did his prudence give way, as they say a brave man's courage will sometimes? Was he wearied with a warfare upon the defenceless? Did conscience or self-respect suggest that the destroyer of a hundred unarmed merchantmen had need to prove his courage and to redeem his name from piracy? It is simply said that he had been challenged, and that he accepted the challenge, not without some forecasts of the result. As an ordinary duellist hands his watch and his pocketbook to a friend, Capt. Semmes sent on shore his sixty chronometers—the mementoes of so many easier conflicts—his money, and the bills of ransomed vessels. He then steamed nine miles out to sea, and entered into mortal combat with the enemy, first exchanging shots at the distance of little more than a mile—out of all distance, our fathers would have called it; not so now.

As it happened, and as it frequently happens on such occasions, an English yacht was in the harbor, and its owner, Mr. Lancaster, thought the view of one of the most important naval engagements likely to occur in his time was worth the risk of a stray shot. His wife, niece and family were on board; but, no doubt, they shared his interest in the spectacle. The firing began just as we Londoners had got to the First Lesson in the Morning Service. As the guns of the *Alabama* had been pointed for 2,000 yards, and the second shot went right through the *Kearsarge*, that was probably the distance at first, and we are told the ships were never nearer than a quarter of a mile. The *Alabama* fired quicker, in all about 150 rounds; the *Kearsarge* fired about one hundred, chiefly 11-inch shells. One of these shells broke the *Alabama's* rudder, and compelled her to hoist sail. By this time, however, after about an hour's work, the *Alabama* was sinking, and could only make the best of her way in the direction of Cherbourg. Pursuing our comparative chronology, this brings us to the beginning of the sermon; and it was at the very time that our congregations were listening, as well as they could, to the arguments or the eloquence of our preachers that the very moving incidents of death and of rescue took place off Cherbourg—the gradual sinking of the *Alabama*, the picking up of the drowning seamen, and the final departure of the *Deerhound*, with Capt. Semmes, his surviving officers, and some of the crew. The men were all true to the last; they only ceased firing when the water came into the muzzles of their guns; and as they swam for life, all they cared for was that their Commander should not fall into Federal hands. He reports that he owes his best men to the training they received on board the *Excellent*. To all appearance the superiority of the *Kearsarge* lay partly in her guns, and, of course, somewhat in her more numerous crew, but not less in her more powerful machinery, which enabled her to move quicker and manœuvre more easily.

We are becoming accustomed to scenes that only four years ago would have been thought appalling, horrible and portentous. Think of a quiet gentleman, with wife, niece and family, perhaps governess and maid-servants, having witnessed at their ease, on Sunday morning, a fight, not between two cocks or two dogs, but two men-of-war, a few hours' sail from Southampton. In fact, they and the survivors of the ship destroyed, were walking about Southampton, and shopping on Monday morning. There appears to have been a very respectable allowance of killed, wounded, and missing, and among the latter is an English surgeon, who is supposed to have gone to the bottom in the midst of his bleeding patients. We shall know very shortly whether the chains hung outside the *Kearsarge* saved her men. To all appearance they did not, and but for the melancholy fact that some of the *Alabama's* wounded must have gone down with her, the loss would probably have been nearly the same on both sides. *Is there not something ominous in such an encounter within our own seas?* Such a contest, so brief, so hard fought, and so decisive, is even more terrible than the hand to-hand tussle and the mere game of fisticuffs that our old fleets used to indulge in with a thousand popguns on either side. True, there was damage done at last, but sometimes very little damage to speak of, and a big ship might receive many hundred shots only to have the glory of showing the shot-holes to the populace of Portsmouth. *It is not so now. At the distance of a mile, never less than a quarter of a mile, a formidable ship, the terror of American commerce, well armed, well manned, well handled, is sent to the bottom in an hour.* Exactly an hour elapsed from the first shot to the moment when it became obvious that the vessel was sinking, when, indeed, the rudder was broken, and the fires were put out. This is the pace at which our naval engagements will be fought for the future. In this instance the pace was all the quicker because the guns had start of the ships, the guns being the new artillery, the ships wooden excepting the chains of the *Kearsarge*, if they constitute an exception. The next duel in the British Channel will probably be between two vessels of the *Warrior* class; and he must be a bold man who can be sure that it will last as long as a Sunday morning service, or be less decisive than the last Sunday's.

THE LESSON.

From the London Star, June 22.

The *Alabama* has at last met her well-deserved fate. Her career of lawless destruction has ended in a short fight and an utter wreck. She has gone down under the guns of the first war-ship she has ventured to encounter. After preying for nearly two years upon unarmed merchantmen, and having performed nothing more worthy of her boasted prowess than the destruction of a gunboat lured by the display of false colors within range of her fire, she has fought her first and last battle. * * * * *

The utter destruction of the *Alabama* within an hour and a half after her meeting the *Kearsarge* will by no means compensate the shipowners of the North for the hundreds of vessels which these Confederate privateers have plundered and burnt. Neither would our merchants find compensation in the similar fate of a privateer that for a couple of years had preyed upon our commerce. If the oft-threatened interference of our fleet in the Dano-German struggle should really take place, how long will it be before Austrian or Prussian *Alabamas* issue from French ports to capture and destroy English merchantmen; and how long before one of those privateers would be encountered by the *Warrior* or the *Black Prince*? A well-armed gunboat may finish the career of a corsair when the latter is overtaken and brought to battle,—but, let it be well noted, one swift-going privateer may elude for many months the best ships in the British navy. For which reason, if for no other, let us make very sure that no second *Alabama* steals forth from our harbors, an example to enemies of our own as well as an outrage on our friends and kindred.

From the Manchester Examiner, July 22.

Thus ends the career of one of the most notorious ships of modern times. Costly as has been her career to Federal commerce, she has been hardly less costly to this country. She has sown a legacy of distrust and of future apprehension on both sides of the Atlantic; and happy will it be both for England and America if with her, beneath the waters of the Channel, may be buried the memory of her career and of the mischief she has done.

A FRENCH VIEW.

The *Constitutionnel*, of July 21, says the loss of the *Alabama* has caused profound regret from one end of France to the other.

Full Description of the Ships—Sketches of the Officers—What Men-of-War were Chasing Her.

THE COMBATANTS.

The following table shows the size and armament of the respective combatants:

ALABAMA.		KEARSARGE.	
Length	220	Length	218
Width	32	Width	34
Depth	17	Depth	18
Tonnage	1,200 tons	Tonnage	1,300 tons
Armament said to be 6 guns		Armament	8 guns

The *Alabama* was undoubtedly strengthened before the fight, although she was originally the best braced ship built by Mr. Laird, and was a model of compactness and strength. The exact length and width of the *Kearsarge* are not at hand, but they are believed not to be one foot, more or less, than stated.

THE ALABAMA.

The *Alabama* was an iron steamer of 1,200 tons burden, 220 feet long, 32 feet wide, and 17 feet depth of hold. She was built in England by Mr. Laird of Birkenhead, and for some time went by the name of "290," that being the number placed on her stern on the stocks; she was first heard of a short time after the escape of the *Sumter* from New-Orleans, where the steam corvette *Brooklyn* was blockading her, and had no sooner left England than she commenced that career of destruction which has been so happily brought to an end. The engines were built also by Mr. Laird, and were two in number, of 300 horse-power each, with stowage for 350 tons of coal. Her sails, carried at all times, were as follows: Fore, foretopmast, stay sail, and jib; the usual square sails on fore and main, with the exception of the mainsail, which was a flying one; spanker and gaff topsails; all standing rigging wire. She had a double wheel with motto engraved thereon, *Aide toi, et Dieu t'aidera*. She had five boats, cutter, launch, gig, whaleboat, and dingy.

THE KEARSARGE.

The *Kearsarge* is a regular navy built screw-sloop, 1,300 tons burden, about 250 feet long, 34 feet wide, and some 18 feet depth of hold. She was built at Philadelphia, and with her consort, the *Tuscarora* has been principally engaged for the last eighteen months in watching the movements of piratical craft in Europe. Although planned before the outbreak of the rebellion, she was finished after Mr. Lincoln's election. Her machinery is not by any means so powerful as one would suppose from reading the remarks of the London press. It is, in fact, as nearly alike that of the other vessels of her class as can well be imagined, and being only "third rate" in our service, she cannot have a great deal of machinery in her. She is as nearly a match for the *Alabama* as could be conveniently selected. Her armament is put down at eight guns on the register issued from the Navy Department a few weeks since, and if any more guns were on board the fact is not known to Mr. Welles.

She has been cruising almost continually, but was moving more frequently in 1863 than this year. On the 23d of June, twelve months since, she arrived at Madeira, chased and overhauled the English steamer *Smoker*, bound to Tampico the same day. She permitted her to pass; was at Teneriffe July 1, in pursuit of a privateer, which proved to be one of the "Emperor of China's" steamers; was at Fayal July 17, and went to sea in chase of the blockade-runner steamer *Juno*. She chased the *Juno* into Terceira. Four days afterward the *Juno* came out of port, and in a chase round the island of Terceira was captured by the *Kearsarge*, overhauled, and, after a detention of one day, was released, there being no munitions of war on board.

For eight months she blockaded the *Sumter* in Gibraltar, was then relieved by the steam gunboat *Chippewa*, and left for the Azores, where she met with indifferent success, as the privateers kept away from her station, and the few blockade-runners had clear papers for Nassau.

While at Madeira, heard of the *Florida* being in the English Channel, and immediately started away in search of her; but head winds and seas retarded her progress, and on the 14th ult. she put into Ferral, Spain, for coal. Remaining there but twenty-four hours, she left the next evening, and arrived at Gibraltar on the 16th, where she found the *Florida* in dock, and receiving a thorough overhauling in the French Navy-yard.

The officers of the *Kearsarge* are:

Capt. John A. Winslow; Lieut.-Commander Jas. S. Thornton; Surgeon, John M. Brown; Paymaster, Joseph A. Smith; Engineers: Chief, William H. Cushman; Second Assistant, William H. Badlam; Third Assistants, Frederick L. Miller, Sidney L. Smith and Henry McConnell; Boatswain, James C. Walton; Acting Gunner, Franklin A. Graham.

THE CHASE.

For nearly two years the rebel pirates have been a source of annoyance to the Navy Department. The recognition of the rebels as belligerents by the principal maritime Powers at the commencement of hostilities, gave strength and character to the insurrection, which it could never have had but for that recognition. The United States had an extensive commerce which penetrated every sea, while the rebels were without commerce or ships. The United States had a navy, and squadrons on almost every ocean; the rebels had not a single armed vessel at home or abroad.

When the *Sumter*, a vessel stolen from our merchants, made her escape and went abroad armed, but without a recognized nationality, to seize and destroy our merchantmen upon the high seas, she found, unlike the Algerine corsairs, refuge and protection within the maritime jurisdiction of the great European Powers with whom the United States were in friendship; and finally, after being followed by our cruisers into the harbor of Gibraltar, she was permitted by the authorities to remain not only twenty-four hours, but more than twelve months, and was eventually transferred to an English purchaser, went to an English port, was refitted and left the English shores with a contraband cargo, and has since run the blockade, carrying supplies to the rebels.

The *Florida* and *Georgia* were also shown favors by our foreign friends. The *San Jacinto* was the only vessel, beside the *Kearsarge*, that came into the same port with the *Alabama*, and she met her at Martinique. The following ships have, since 1861, been in pursuit of her:

	Guns.	Tons.	Officers and Men.
1. Alabama	10	1,264	180
2. Brooklyn	26	2,070	300
3. Chippewa	4	507	100
4. Conemaugh	9	905	150
5. Dacotah	7	996	120
6. Daiching	7	520	100
7. Eutaw	10	955	120
8. Iroquois	9	1,016	100
9. Juniata	9	1,240	200
10. Ino	11	985	200
11. Kearsarge	8	1,031	250
12. Lackawanna	14	1,533	380
13. Malvern*	3	627	100
14. Niagara	15	4,582	500
15. Sacramento	14	1,367	300
16. San Jacinto	14	1,441	200
17. Sassacus	10	974	100
18. St. Louis	24	700	200
19. Constellation	24	1,425	300
20. Stettin	5	600	100
21. Ticonderoga	20	1,533	250
22. Tuscarora	10	997	250
23. Wachusett	10	1,032	280
24. Vanderbilt	15	3,360	400
25. Mohican	9	994	150
26. Onward	9	874	100

*Captor of the Chesapeake.

The early operations of the pirate in the West Indies, where we have an extended commerce, and where they had coadjutors among those foreign adventurers who were engaged in illicit traffic, and sympathizers in a large portion of the colonial authorities. To protect our interests in that quarter, and especially to guard the treasure-ships in their transit to and from Aspinwall, a flying squadron was established in the Autumn of 1862, and placed under the command of Acting Rear-Admiral Wilkes. That officer, by his energy and decision, contributed to break up one of the several lines of illicit traders organized to carry supplies to the rebels in ships ostensibly bound to Matamoras, but with cargoes having a contingent destination to Texas. But he failed to capture the piratical rovers.

The department, anticipating that the *Alabama* and her associates would abandon the neighborhood of the Antilles, and satisfied of the direction they would then take, ordered the *Vanderbilt*, a fast steamer on independent cruising duty, first in the West Indies, and then onward to the south. The orders to Commander Baldwin, of the *Vanderbilt*, under date of Jan. 27, 1863, were: "When you are perfectly satisfied that the *Alabama* has left the Gulf or the West Indies and gone to some other locality, you will proceed along the coast of Brazil to Fernando Noronho and Rio de Janeiro, making inquiries at such places as you may think advisable. From Rio continue your course to the Cape of Good Hope," &c., &c.

THE OFFICERS—SKETCH OF CAPT. SEMMES.

Biographers have sometimes mistaken the notorious captain of the *Alabama* for a less celebrated namesake. The pirate is not "Alexander," but Raffael Semmes. He is a Baltimorean, or a native of Maryland at least. He was the fifty-eighth commander in the United States Navy when he resigned. Capt. Radford, now Commander of the Brooklyn Navy-yard, had been a year in the service before him. Capt. Dahlgren, Chief of the Ordnance Bureau, was a middy with him. Capt. Rowan, appointed to command our great harbor battery; Capt. Boggs, of the *Varuna*; Commodore Goldsborough, of the *Minnesota*; Capt. Meade, Capt. Drayton, of the *Passaic*, and other distinguished men, were his schoolmates.

He entered the service April 1, 1826, and was promoted to the rank of Commander Sept. 14, 1855, and had seen no sea service whatever since obtaining that commission, and for several years previous. His total sea service in thirty-four years and nine months foots up *eleven years and one month*, while the Commanders next senior and next junior to him foot up sixteen and a half and seventeen and a quarter years each, respectively. In the same record Semmes is put down as having been employed on shore duty ten years and ten months, and been twelve years and ten months unemployed, and as *last at sea April* 1849. When the Register was issued he was "Secretary of the Lighthouse Board."

In the navy his reputation was rather that of a lawyer than a sailor, and as disposed to shirk *sea* duty. In the Mexican war he commanded the United States brig *Somers*, when she capsized and sunk near Vera Cruz, and afterward was sent to the City of Mexico, and at the close of the war published a book of reminiscences entitled *Ashore and Afloat*, which is now out of print.

HIS EXECUTIVE OFFICER.

The executive officer of the *Alabama* is named John Kell. He entered the United States Navy in 1841. He had seen thirteen years and three months' sea service, or two years and two months more than Semmes, and had the reputation of being an excellent officer. He was born and appointed from Georgia.

THE COMMANDER OF THE KEARSARGE.

John A. Winslow, the Captain of the *Kearsarge*, is the twentieth name on the list of active Captains, in the Navy Register for 1864. He was born in the town of Roxbury, North Carolina, at the beginning of the present century, and must be now over sixty years of age, although in youthful vigor and manliness there are not many before him. Captains Greene, Decamp, Pickering and William A. Walker are his immediate classmates, and Percival Drayton, of the *Passaic*, iron-clad, entered the school the same year with him. He is the third officer above John Rodgers, of the *Dictator*, on the navy list. His present commission is dated 16th of July, 1862, on which day some fifteen of our best Commanders were promoted to be full Captains. Capt. Winslow is a citizen of Massachusetts. He has been about eighteen years at sea, having cruised on the Coast of Africa, the Pacific, the coast of Brazil, and the East Indies, besides having commanded navy-yards on two occasions. His last sea service expired in October, 1862, when he was detached from the naval station at Memphis, Tenn.

On leaving Memphis a beautiful and patriotic letter of compliment was addressed to him by his brother officers. He will probably be promoted at once to the rank of Commodore by special favor of President Lincoln, who had Capt. Boggs advanced on the list immediately on hearing of the *Varuna* affair.

THE "EXECUTIVE OFFICER."

The executive officer of a man-of-war is always the business man of the ship, and as such is generally foremost in the fray. Green, of the *Monitor*, was second only to Capt. Worden in point of pluck and daring. The "First Lieutenant" of the *Kearsarge* is James S. Thornton, of New-Hampshire; an officer of the regular navy, and a graduate of the Naval Academy. He entered the service in 1841, and was promoted to his present rank the same time as his Commander, viz.: July 16, 1862. Out of 22 years active service, ashore and afloat, 13 have been at sea. Com. Thornton is an excellent officer and a genial gentleman, having always been very popular with his messmates and those under him. He is, at his present rate, entitled to the command of a third-class steamer, but he, too, will probably be promoted by favor of the Executive.

HOW THE NEWS WAS RECEIVED.

The receipt of the gratifying intelligence touching the fate of the *Alabama* was marked in the City by every manifestation of satisfaction. The streets in front of the several newspaper offices were crowded for hours with persons eager to learn every particular of the famous encounter. Extras sold rapidly, and were handed around from one to another with great eagerness. The merchants in Wall-street did not conceal the effect of the news. They were all greatly excited. Most of them were glad of the grand achievement, but many being deeply immersed in the gold market, feared a tumble, and its consequences.

In Ann-street a comical sight was observed. One of our Admirals and a full Captain had an extra between them, each reading the account of the fight as he walked along, and then handing the paper to the other. Around Park-row, down Beekman, into Nassau, up Ann, and around Park-row again, they trudged, reading and exchanging the paper at least once a minute. They may have continued their perambulations for an hour, when the Admiral insisted on keeping the sheet altogether, as he didn't seem to elicit any complete satisfaction from frequent perusals, a new beginning being indispensable every time he got to the end of the story. At last the Captain is supposed to have got an extra for himself, as both passed up Ann-street, reading, about half past twelve o'clock.

The Navy-yard was all alive. Every one you met was in good humor. The only information which could be obtained about Admiral Paulding's sentiments arose from the supposition that he was perfectly satisfied, as he had fitted out almost a sufficient number of ships to catch the pirate.

The most highly gratified people were the Captains of American trading vessels. They appeared to be looking in excellent spirits. Along the docks they concentrated in groups here and there, and helped each other to digest the dispatch. Many of them had determined to go in the navy, but now concluded to wait for a few days. If more than the usual number of flags and signals appeared on the craft loading or discharging, the fact had doubtless some remote connection with the gallant exploit of the *Kearsarge*. In cases of this kind every ship Captain knows the hero. They all doubtless had seen "Winslow" over and over; one was a relative of his family, another went to school with him, a third was first mate of a Black Ball clipper the same year he was admitted to the Academy, and so on.

VESSELS DESTROYED BY THE ALABAMA.

Od the 29th of July, 1862, at 9½ o'clock A. M., the *Alabama*, commanded by Capt. M. J. Butcher, formerly of the Cunard service, left the Mersey, having a number of ladies and gentlemen on board, ostensibly for a trial trip; she anchored in Moelfra Bay the same evening, and transferred her visitors to a steam-tug. She remained in the bay, shipping hands, until the 31st, when her officers, learning that the custom authorities had orders to detain her, at 2 o'clock in the morning got her under weigh, and she started off on her first cruise. On the 10th of August she reached Porto Praya, in the island of Terceira (Azores.) Here she met the ship *Agripina*, of London, Capt. McQueen, from whom she received her guns, stores, ammunition, &c.; also the steamer *Bahama*, having on board Commander Raphael Semmes and the officers of the rebel steamer *Sumter*. On the 24th of August, Capt. Semmes took formal command of the *Alabama*, and after putting Capts. Bullock and Butcher ashore, she proceeded on her way, having a crew of twenty-six officers and eighty-five men; since which time she has captured and destroyed the following vessels:

Date.	Name.	Where From.
Sept. 5	Ship Ochmulgee	Martha's Vineyard.
Sept. 6	Schooner Starlight	Boston.
Sept. 8	Bark Ocean Rover	New-London.
Sept. 9	Bark Alert	New-Bedford.
Sept. 9	Schooner Weather Gage	Providencetown.
Sept. 13	Brigantine Altamaha	Sippican.
Sept. 14	Ship Benjamin Tucker	New-Bedford.
Sept. 16	Schooner Courser	Provincetown.
Sept. 17	Bark Virginia	New-Bedford.
Sept. 18	Bark Elisha Dunbar	New-Bedford.
Oct. 3	Ship Brilliant	New-York.
Oct. 7	Bark Wave Crest	New-York.
Oct. 7	Brigantine Dunkirk	New-York.
Oct. 9	Ship Tonawando	Philadelphia.
Oct. 11	Ship Manchester	New-York.
Oct. 15	Bark Lamplighter	Boston.
Oct. 23	Ship Lafayette	New-Haven.
Oct. 26	Schooner Crenshaw	New-York.
Oct. 28	Bark Laurietta	Boston.
Oct. 29	Brigantine Baron de Castine	Castine—ransom'd.
Nov. 2	Ship Levi Starbuck	New-Bedford.
Nov. 8	Ship Thomas B. Walles	Boston.
Nov. 30	Bark Parker Cook	Boston.
Dec. 5	Schooner Union	Baltimore—ran'd.
Dec. 7	Steamer Ariel	New-York—ran.d.
Jan. 17, '63	Steamer Hatteras	U. S. Gunboat.
Jan. 26	Bark Golden Rule	New-York.
Jan. 27	Brigantine Chastelain	Boston.
Feb. 3	Schooner Palmetto	New-York.
Feb. 21	Bark Olive Jane	Boston.
Feb. 21	Ship Golden Rule	New-Bedford.
Feb. 27	Ship Washington	N. Y.—ransomed.
Mar. 1	Ship Berthiah Thayer	Rockland—ran'd.
Mar. 2	Ship John A. Parks	Hallowell.
Mar. 3	Ship Punjaub	Boston—ransomed.
Mar. 23	Morning Star	Boston—ransomed.
Mar. 23	Schooner Kingfisher	New-Bedford.
Mar. 25	Ship Nora	Boston.
Mar. 25	Ship Charles Hull	Boston.
April 4	Ship Louisa Hatch	Rockland.
April 15	Brigantine Kate Cory	Westport.
April 15	Bark Lafayette	New-Bedford.
April 24	Bark Nye	New-Bedford.
April 26	Ship Dorcas Prince	New-York.
May 3	Bark Union Jack	New-York.
May 3	Ship Sea Lark	New-York.
May 25	Ship Gildersleeve	New-York.
May 25	Bark Justina	Baltimore—rans'd.
May 29	Ship Jabez Snow	Bucksport.
June 2	Bark Amazonian	Boston.
June 5	Ship Talisman	New-York.
June 20	Bark Conrad	Philadelphia.
July 1	Ship Anne F. Schmidt	Boston.
July 6	Ship Express	Portsmouth.
Aug. 3	Bark Sea Bride	Boston.

This record brings the *Alabama's* career up to her arrival at Table Bay, Cape of Good Hope, in September, 1863. There is no complete record yet of her subsequent proceedings. She sailed for the East Indies, and, in the Straits of Malacca, near Singapore, she burned two ships. Off the coast of Burmese India she burned the bark *Texan Star*, from Moulmein for Singapore. Sweeping around Cape Comorin, and up the eastern shore of the Bay of Bengal, she burned the ship *Emma Jane*, of New-York, and landed her crew near Ojeoya, in the Southern part of India. Her next appearance was at Cape of Good Hope, in March last, from whence she cruised about until she entered Cherbourg, early in the month of June, having just previously burned two more American ships—the *Rockingham* and *Tycoon*. These were her last depredations.

THE WAR IN ARKANSAS.

The Rebels Defeated by Gen. Carr—Marmaduke and Shelby Reported to be Retreating from the State.

Cairo, Ill., Sunday, July 3.

Memphis papers of the 2d inst. learn from officers that as soon as Gen. Steele heard of the movement near the mouth of the White River, by the rebel Gen. Shelby, he sent forward the One Hundred and Thirty-eighth Illinois, the Ninth Iowa, the Third Missouri and the Third Regular Cavalry, under the command of Gen. Carr.

This force confronted the enemy on the 27th ult., between Sheadon and St. Charles, and a fight ensued, resulting in the capture of 200 prisoners and the guns of the recently captured gunboat *Queen City*, and four mounted howitzers.

Our loss in killed and wounded will not reach 200, while that of the enemy will reach quite 500.

During the following night Gen. Carr received information of the approach of rebel reinforcements under Gen. Marmaduke, and made preparations to fall back on Clarendon, twenty miles below Duvall's Bluff. At the last accounts this movement had been made successfully, and reinforcements had been sent to Carr.

The joint forces of Marmaduke and Shelby are said to be retreating.

The report of the burning of the steamer *Kate Hart* is untrue.

The Third Missouri Cavalry en route for home, on furlough, came down the White River, having in charge the two hundred prisoners captured by Carr.

The White River is now open to boats running under a convoy.

FROM SAN FRANCISCO.

Gen. McDowell Assumes Command—Arrival of the Golden Age—Acapulco Held by the French.

San Francisco, Wednesday, July 28.

The Board of Supervisors have ordered to be printed an ordinance appropriating $60,000 for the contractors of the *Camanche*.

Money is scarce, and the prices of all articles are double what they were one year ago.

The first lot of California borax was offered for sale to-day, at 25 cents per pound. The supply is abundant.

Maj.-Gen. McDowell assumed command of the Department of the Pacific to-day. Brig.-Gen. Wright, whom he relieves, continues in the command of the District of California.

Two stages were stopped last night in Sierra Nevada by six highwaymen, on the road from Washoe to California, and robbed of seven sacks of silver bullion, and two thousand dollars in coin. The robbers pretended to be rebel guerrillas, and that they were recruiting for the Confederate army. They subsequently killed Deputy Sheriff Stapker, of El Dorado, and wounded the constable who had discovered and tried to arrest them.

Arrived ship *A. J. Burr*, from Boston.

San Francisco, Wednesday, June 29.

The steamship *Golden Age* has just arrived in tow of the *Golden City*. The passengers are all safe.

Two foundry establishments here offer to take the contract for building the *Camanche* of the present contractors at Government prices.

Business of all descriptions is exceedingly languid. All interests are greatly depressed. Mining stocks are lower than ever. Gould & Curry sold to-day from $1,800 to $1,530.

Sailed, ship *Neustan*, for Valparaiso.

San Francisco, Sunday, June 30.

The detention of the steamer *Golden Age* was caused by the breaking of a shaft when one day out from Acapulco. She put back and waited for the *Golden City*, by which she was towed up.

Acapulco is in possession of the French, and two French vessels of war guarded the harbor.

The steamer *John L. Stephens* has arrived from the northern coast with over half a million in gold, from Oregon, Idaho and British Columbia.

Mining stocks rallied a little at the close to-day, Gould & Curry advancing $1,600, and closing at $1,640.

The continued depression of this stock is the result of a desperate combination to "bear" the market.

San Francisco, Thursday, July 2.

The Fourth of July will be celebrated with great splendor throughout the State. In many places the celebration will be made to contribute to the Sanitary Commission.

The Pacific Mail steamer *Golden City* sails on Monday.

The receipts of bullion since the last steamer are $200,000.

The demand for bullion for coinage is very brisk.

Currency bills on Eastern cities sell at 90c.@95c.

European coin bills are at 4@5 per cent. premium, and telegraphic transfers are at 6½@7 per cent. premium.

The mining share market is comparatively steady. Gould & Curry is active at $1,600 per foot. This company declared a monthly dividend of $50 to-day.

Fifth-avenue Evening Stock Exchange.

50 N. Y. Cen. R.	135	200 Reading R. b3	140
800 Erie Railway...b3	115⅝	200 do. ....snw	140½
300 do.	115¾	100 M. S. & N. I. R.	95½
100 do. s3	115¾	400 do. b3	95¾
200 do. s3	115¾	100 Ill. Cen. R.	133⅞
500 do. s4	115¾	400 do.	132⅞
300 Hud. Riv. R. ...b3	136	100 do. b3	133
100 Cumb. Coal Co.	68¼	10,000 Ohio & Miss. C.	52⅝

[Advertisement.]

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Whom gentle stars unite, and in one fate
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[Advertisement.]

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[Advertisement.]

Herring's Patent Champion Fire-proof Safes, and Herring's new Patent Burglar-proof Safes, with Herring & Floyd's Patent Crystallized Iron—the only material which cannot be drilled—at No. 251 Broadway, New-York.

Passengers Arrived.

July 5—*In steamship City of Baltimore, from Liverpool*—Mme. Desgranges, Mrs. Malleson, Mr. Mrs. and Miss Slayton, Miss Berg, Miss Bogshaw, Nr. Graham, Capt. J. C. Emery and lady, Capt. W. Jordan, Capt. Barratt, M. S. Holmes, J. S. Conway, M. Lerome, J. Bento, A. King, E. Hinman, E. Rurke and son, J. Sault, E. Pratt, E. Wylde, C. Wiley, F. Juglia, T. Blain, W. Loring, J. Butterworth, E. Gzreche, Jos. Gzreche, Mrs. Hogart, J. Griffiths, M. Vanplank, B. Bagshaw, D. McCallum, J. Asbury, B. Clarke, A. Cameron, E. Reynolds, M. Goddard, M. Hamilton, M. Plunkett, M. Label, J. C. Gzeche, J. Hegart, M. Granie, H. Rausch, J. Holmstein, W. Reynolds.

In U. S. steam transport United States, from New-Orleans—Major Lieber, of Gen Banks' Staff; Maj. Tracey, do.; Lieut. Beebe, do.; Capt. Pemberton, Lieut. J. M. Gardener, Chas. Wall, Mrs. Lucy Famille, A. D. Ward, F. H. Monckton, Capt. H. W. Sanford, J. V. Griffith, Capt. Blanchard, Lieut. Flint, D. L. Weeks, Lieut. Doodale, J. F. Martin, E. O. Gibson, Lieut. C. C. Morse, Dr. Stowell, J. E. Herbert, John K. Stokes, L. H. Frolich, John F. Condon, of New-Orleans *Picayune*; Capt. Geo. R. Bell, Col. Lindsay, Dr. H. Swan, Lieut. W. H. Keely, S. C. Clark, Mrs. R. F. Yeaton, Mrs. Reed, Mrs. McKann, Samuel Birkrell, Mrs. Stratton, and 95 in the steerage.

July 5—*In steamship New-York, from Bremen, &c.*—F. Schleuss, Charles Hook, family and servant, L. Kora, Henry Oelrich, family and servant, Charles Delius, Henry Schwarz and lady, Daniel Knoop and lady, Julius Kollmann, Job Reinmann, Lorenz Cautador, Charles Rumpff, Oscar Kables, A. Ruhling, F. Schwoon, C. Rogge, W. Heidsick, Leroy de Cammont, and others.

July 4—*In steamship Cella, from London.*—Mr. and Mrs. Wood, Capt. and Mrs. Baillie, Capt. Sherman, Mr. Pius, Mr. Moreau and lady, Mrs. Berval, Miss Heirams, Miss C. Heirams, Miss C. Dempster, Mr. Herod, 20 in second cabin, and 210 in the steerage.

In U. S. steam transport Petrel, from Beaufort, N. C.—Mr. Jacobs, Mr. Ward, Mr. Totton and son, J. G. Moore, Mr. McChesney, Wm. Marsten, Mr. Ryerson, Mr. Francis Voulk, C. W. Chase, Mrs. Capt. Clask and servant, A. H. Ruland, and 13 in the steerage.

MINIATURE ALMANAC—THIS DAY.

Sun rises.... 4 34 | Sun sets.... 7 34 | Moon sets... 8 56

HIGH WATER—THIS DAY.

Sandy Hook. 9 55 | Gov. Island. 10 44 | Hell Gate... 12 06

MARINE INTELLIGENCE.

NEW-YORK....TUESDAY, July 5.

Cleared.

Ship George Otto, (Hanov.,) Cornelius, St. John, N. B., Ruger Bros.

Brigs Denmark, (Br.,) Staples, Caibairen, Cuba, Thayer & Sargent; Elba, (Br.,) Earl, Windsor, N. S., D. R. De Wolff; Sea Bird, (Br.,) Steves, Moncton, N. B., P. I. Nevius & Son.

Schooners Adamantine, Sterling, Fortress Monroe, J. S. Dailey; Emma F. Prindle, Ward, Aumanessex, J. S. Dailey.

Sloop Caroline, Maynard, Middletown, H. S. Rackett & Son.

Arrived.

Steamship City of Baltimore, (Br.,) Mirehouse, Liverpool June 22, and Queenstown 23d, at 4 P. M., with the mails, 49 cabin and 537 steerage passengers John G. Dale. June 22, at 8 P. M., 17 miles S. W. of Holyhead, saw the Etna, bound in. June 30, between lat. 48 48, passed numerous icebergs. July 2, lat. 44 10, lon. 58, passed a bark-rigged steamer bound W.

Steamship New-York, (Brem.,) Wenke, Bremen June 19, and Southampton 22d, at 5 P. M., with mdse. and 663 passengers to Oelrichs & Co. Had strong westerly winds and dense fogs the entire passage. 22d, at 8:30 P. M., in the British Channel, passed a bark-rigged screw steamer, with Confederate colors flying, standing to the S. E.

U. S. steam transport Patapsco, Neff, Point Lookout, Md., 30 hours, to U. S. Assistant Quartermaster. Has 400 rebel prisoners for Elmira, N. Y., in charge of Capt. A. J. Marsh, in command, Capt. M. H. Church, Lieut. John F. Davis, and 100 of the 11th Regiment Veteran Reserve Corps, as a guard.

U. S. steam transport Petrel, Davis, Beaufort, N. C., 51 hours, with passengers to U. S. Assistant Quartermaster.

U. S. steam transport United States, Share, New-Orleans 7 ds., 6 hours, in ballast to U. S. Assistant Quartermaster.

Steamship Potomac, Sherwood, Portland, with mdse. and passengers to H. B. Cromwell & Co.

Steamer Franklin, Young, Baltimore, with mdse. to Wm. Dalzell.

Steamer City of Buffalo, Jones, Philadelphia, with mdse. to James Hand.

Steamer Delaware, Ashmore, Trenton, N. J., with mdse. to C. S. Hoagland.

Steamer David Utley, Phillips, Philadelphia, with mdse. to J. & N. Briggs.

Steamer Pelican, Waldron, Providence, with mdse. to Edwin Bynner.

Steamer Bristol, Charles, Philadelphia, with mdse. to James Hand.

Steamer S. F. Phelps, Brown, Philadelphia, with mdse. to J. & N. Briggs.

Steamer F. W. Brune, Foster, Baltimore, with mdse to Wm. Dalzell.

Steamer Vulcan, Morrison, Philadelphia, with mdse to W. Kirkpatrick & Co.

Steamer Hope, Warren, Philadelphia, with mdse. to J. Hand.

Ship Fair Wind, (of Boston,) Crowell, San Francisco March 13, with mdse. to W. T. Coleman & Co. Passed Cape Horn May 8. Off the Cape passed ship Wm. Woodberry, from Callao.

Ship Chattanooga, Hamilton, Matanzas 10 ds., in ballast to Ward & Gove.

Bark Wilhelmine, McEwen, Port-au-Prince 15 ds., with cotton, etc., to H. Becker.

Bark Anna, Tuttle, Cow Bay 10 ds., with coal to master.

Bark James E. Brett, (of Bangor,) Damon, Sagua 11 ds., with sugar to Brett, Son & Co. 3d inst., 23 miles E. of Absecomb light, boarded the stern part of the wreck of the steamer Locust Point, saw the body of a man, with the head severed from the body; saw another vessel close by picking up drift stuff.

Brig Venus, (of Poole, Eng.,) Demming, Fogo, N. F., 17 ds., in ballast to H. L. Routh & Sons.

Brig Mary Cobb, Duncan, Port Royal 6 ds., in ballast to B. M. Bixby & Co.

Brig Thomas Young, (of Prince Edward Island,) Young, Charlottetown 13 ds., with oats to Tynes & Smith.

Brig Model, (of Boston,) Haskell, Cardenas 11 ds., with sugar to master.

Brig H. B. Emery, Bradford, Rondout, for Boston.

Brig Louisa, Haines, Glace Bay 16 ds., with coal.

Schr. Quickstep, (Br.,) Upham, Lingan 16 ds., with coal to C. E. Swain.

Schr. Hendrika, (Dutch,) Vanderveer, Santos 54 ds., with coffee to order.

Schr. Fairy, (of Gibraltar,) Spata, Mazagan, Morocco, 49 ds., with wool to Giro & Francia.

WIND—Sunset, S.

Below.

Ship Ocean Traveler, Bordeaux.

Bark Caswell, from Cardenas.

The following vessels are in the lower Quarantine: U. S. steamer Union, bark Wilhelmine, schr. Sam K. Reese.

Arrived....MONDAY, July 4.

Steamship Cella, (Br.,) Billings, London June 13, via Havre 15th, with mdse. and 243 passengers to Howland & Aspinwall. June 18, lat. 48 48, lon. 13 59, spoke Am. ship Meridian, Lambert, from Newport June 4, for New-York. 21st, lat. 48 19, lon. 21 45, passed ship Lady Hamilton.

Steamship Baltimore, Lewis, Washington 52 hours, with mdse. and passengers to James Hand.

Steamer Commander, Pedrick, Fortress Monroe 38 hours, in ballast to master.

Bark Contest, (of Baltimore,) Robinson, New-Orleans June 2, via Havana 10 ds., in ballast to H. G. Becker & Co.

Brig Bessie Rowe, (of Scilly,) ——, Charlestown, Eng., 60 ds., with china-clay to G. F. Bulley. Has had westerly gales, with high seas almost the entire passage; stove bulwarks, lost head-rails, and received other damage; in lat. 47, lon. 29, passed a large quantity of deals, apparently some time in the water. June 15, lat. 46, lon. 50, saw 5 large icebergs.

Brig Emma Ives, (of Picton, N. S.,) Waters, Hamburg 48 ds., with mdse. and 129 passengers to Sloman & Edye.

Brig Aurora, (of Lahave, N. S.,) Cashon, Cardenas [illegible] ds., with sugar to B. F. Small & Co.

Schr. Sam. T. Reese, (Br.,) Farr, Nassau 12 ds., and [illegible] ds. from Leonards Keys, with cotton, rags, junk, etc., to master. Has 48 passengers from U. S. storeship Courier, lost on Leonards Keys.

Schr. Queen of Clippers, (of Windsor, N. S.,) Davidson, Charlottetown, P. E. I., 13 ds., with potatoes and oats to A. Smithers & Co.

Schr. Gen. Putnam, Sharret, Cat Island 8 ds., with fruit to master. Left no vessels.

Schr. S. C. Evans, Hammond, Georgetown, D. C., [illegible] ds., with coal to Merrill & Abbott.

WIND—At sunset, N. N. W.

Sailed.

July 3—Steamers Star of the South, Belvidere and Virginia.

Ships Sansparlel, E. F. Gabain.

Barks Sarah, Union, Kosmos, Aurora, Veloce, Silver Craig, Anna.

Brigs Osnar, Frederice, Monarco del Mar, Clotilda, "Fanny Luft," A. Bradshaw.

Schooners Loring, E. J. Miller, Alert, Eldridge, Catherine, Alice & Ada, Newport, Wauponsa, J. L. Worthington, Joel Van Sant, E. N. Endicott, W. O. Irish, Statesman, H. B. Gibson, Francis Satterly, Adamantine, Herschel, M. A. Predmore, J. W. Ramsey, Moth, Bedell, Dirigo, Daniel Holmes, Harry Finch, Angeline, Van Cleif, Fanny Mott.

July 4—Steamers Costa Rica, Atlantic.

Bark Theresa.

Brig Cleopatra.

Schooners Flight, Pilot's Bride, Ira Bliss, Wm. Howe, Thrasher, Richard Low.

Spoken, &c.

Memnon—ship, 49 ds. from Callao for Valencia, Spain, all well, May 27, lat. 17 05 S., lon. 27 53 W.

Foreign Ports.

At Mazagan, Morocco, May 16, Br. brig Gazelle, for New-York, ldg.

[PER CITY OF BALTIMORE.]

Arr. from New-York, Nadeshda, at Flushing; Atlantic and Ernie, at Bremerhaven; Favorite and Northern Belle, at Liverpool.

Arr. from Baltimore, Adolphine, at Bremerhaven.

Arr. from Callao, Frank Flint, and Lizzie Oaxford, at Queenstown.

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GOOD BOOTS SHOES &c &c
FOR LADIES, GENTLEMEN, BOYS & CHILDREN
AT BROOKS'
BOOT AND SHOE EMPORIUMS
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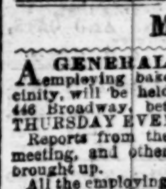

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No. 194 Broadway, New-York.

MEETINGS.

A GENERAL MASS MEETING OF THE employing bakers of the City of New-York and vicinity, will be held at the City Assembly Rooms, No. 446 Broadway, between Howard and Grand sts., on THURSDAY EVENING, July 7 inst., at 8 o'clock.

Reports from the committees appointed at the last meeting, and other highly important business, will be brought up.

All the employing bakers in the City of New-York and vicinity are respectfully invited to attend this meeting.

JAMES PURSSELL, Chairman.
David M. Walduck, Secretary.
Hugh Taylor, Treasurer.

John Crawford, James Pursell, John Haws,
Alexander Tritton, Adam Knobloch, Thos. Webb.
Committee of Arrangements.

THE MEETING ADVERTISED FOR FRIDAY LAST, and postponed on account of the excitement in the Money Market, will be held on THURSDAY, at 3 P. M., at the Gold Room, No. 6 William-st., corner of Beaver, where an address will be delivered by Mr. J. B. Hodgskin, on the "Union Gold Currency and Gold Tax Association."

TOO LATE FOR CLASSIFICATION.

WANTED—BY A RESPECTABLE PROTESTANT young man, a situation as groom; thoroughly understands his business; best of City reference. Apply to J. M., at the saddler's, No. 436 6th-av.

WANTED—A MAN AS COACHMAN AND GARDENER. Apply at No. 22 John-st., up stairs.
H. Y. LOMBARD.